



Love —
To —
Dress —

NO 49 NORTH WATER STREET,

INSTRUMENTS.

NAVIGATION ESTABLISHMENT.

REPAIRS.

MR. SHERMAN.

Περ
ΟΙΕ.
ΤΟΥ.


106

See album File KWM#234

"Wood" and "Black-skin"

The whale was off at a furious pace
And the whale was fast to the boat
My collar was open wide at the throat
And I felt the wind on my face
As we followed the order to "FACE ABOUT"
And haul and surge on the line
In the furnace heart of the fierce sunshine
And we all turned to with a shout

"HEAD AND EYES OUT" The great whale ran
A black spot far in the lead
Dead to windward with furious speed
And we were drenched to a man
For a smothering curtaining cloud of wet
Hung at the bow and convex walls
Like two inverted water falls
Oars topped each rail like a parapet



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Preface.

Scripti in
nave Kontste in annis.
MDCCCLXVI, MDCCCLXVII, et MDCCCLXVIII

This Journal is being
written on board the ship Kontste
and I propose to write in it
an account of the occurrences,
accidents, doings, exploits &c &c
during the present whaling
voyage, especially those in
which "ego ipse" am concerned.

These pages are
written for no one but my-
self, and if any one should
have the temerity to read them
far; either from chance, or
evil design, or natural and
inherent depravity; let him
pause. **** And, after this solemn
warning, if he turns over this
leaf, let it be at his peril;
he has chosen a course that
will inevitably lead him to
the end of this book,
if he continues reading long
enough. Therefore I say,
beware my vengeance!

Job, Chap XLII.

Canst thou draw out the leviathan
with a hook? or his tongue with a cord
which thou wilt draw down? *****

Canst thou fill his skin with barbed
irons? or his head with fish spears?

Behold, the hope of him is vain: shall
not one be cast down even at the sight
of him? None is so fierce that dare
stir him up. *****

His heart is as
firm as a stone; yea, as firm as a piece
of the nether millstone! When he
raiseth up himself the mighty are
afraid: by reason of breakings we purify
ourselves. The sword of him that layeth
at him cannot hold: the spear, the dart,
nor the habergeon. He esteemeth iron
as straw, and brass as rotten wood.

The arrow cannot make him flee: shing
stones are turned with him into stubble.
Darts are counted as stubble; he laugheth
at the shaking of a spear. *****

He maketh the deep to boil like a
pot: he maketh the sea like a pot of
ointment. He maketh a path to himself
after him: one would think that the
sea was hoary. Upon earth there is
not his like: who is made without fear.

Alas that unfulfillment
should follow the words of the prophet.
The bible is getting to be an exploded
humbug.

May 1866

May 15

Ship Bon test sailed from
the port of New Bedford.

We got into the Gulf stream
soon after and had bad
weather for some time

May 24

Raised a school of
three whales. My
boat (Larbord) and the
waite boat lowered. We
took the largest of the three
and the WB took the smallest

We got them cut in 9 in the
afternoon raised more.

Our boat got first to a
young bull. He gave us three
licks with his flukes, the
first two started the cealing
in the boat and the last passed
over my head, as I was leaning
forward and struck the
boat turn on the shoulder.

May 28

LB & WB got a whale
each. I was sick &
did not go in the boat.

June.

June 2

Saw whales all round us
a school of fifty or more.
Lowered four boats.

I was sick & did not go
but stood at the wheel from
2 PM to 7 PM. Boats canel

June 1866

June 2 Spoke with 5 whales.
all hands went below & I
stood the first watch from
9 to 12 1/2 & Dick & McV the
second. That makes
us 200 bls. sperm.

June 7 Broke the wheel of our
mincer.
A heavy gale from
the north west. One man
hurt his leg by a tub falling
on it & another was injured
by a fall.

June 23 Spoke the bark Adelaide.
of New York home and
bound from the Mediterranean
with a cargo of fruit & sent
letters by her.

July 1866.

July 2 Got 2 whales L.B. & B.B.
L.B. got stove. I was bruised in
the hip & temple.

July 3 Pico in sight on the weather
bow, about 15 or 20 miles off.
Spoke the Yremega of Yagal - clear
July, 1866.

July 5 Laying off & on at Yagal.
Went ashore with S.F. & S.
Saw John & -

July 6 Discharged our oil.
7 Left Yagal and went towards
Cabo & Flores.

8 The James Arnold, Sullivan,
in sight. Raised whale & our
boat got a 65 bl.
Arnold's starboard boat

July 1866.

- July 8 shot a whale from our waste boat by cutting our line. 3d mo.
July 20 cth. Gayal again and landed 65 bbls sp.
July 22 Jammed the Emma B Jones of New Bedford. 7th mo.
July 26 Spoke a Brig English from Banook bound to London with a cargo of Sandal wood.

August.

- Aug. 5 On the Howland ground. It blows a gale here every other day and we see the sun about once a week. The double reef breaks the topsails every evening. Lowered down and got a black fish this morning (W.B.)
(W.B.) Jammed the Edm. Morris. She has got sixteen hundred and fifty barrels sp / 1650 bbls sp.
Aug. 13 Spoke the bark Triton of New Bedford. She is 14 mo out and has six hundred bbls. (600 bbls. sp.)
Aug. 14. Lowered down for black fish. & W.B. got one.
Aug. 19²⁷ Heavy head wind. 4th mo.
Aug. 23 St Michaels in sight.
Aug. 24 Came in sight of Yceiras.

August 1866.

Aug. 26 Jammed the Minerva Smith
(Ghan)
Aug {27 Off & on at Yiceira getting
28 vegetables.

Aug. 30 Jammed the Osmanli
of New Bedford with one
hundred and fifteen (115) bbls.

September.

Sep 2 Went to Yeagal for the 3d mate.
Found the Brit. General,
the Stamboul, and the Pacific
there.

Sep 11 me ~~Aug 2~~ Raised whales near the
island of Flores. LB got a
small bull and WB & B got
a cow each. They made in
all 54 bbls

Sep. 15 5th mo. Jammed the schooner
Alcione of Provincetown.

Sep. 18 Sent a boat ashore at
Corvo.

Sep 22 Jammed the Abram Barker
She has got 300 SA
nigh of

Sep 25 Went into Yeagal. I went
ashore with co. S. S. & S. R.

Sep 26 Landed our oil & Senex shipped
two beachcomers.

September.

Went out by the "Speranza's case" & Lever stole three green porbeagles.

Tonight we began to stand sea watches again.

Four men stand mastheads at the fore; four more at the mizzen; and two day wheels.

Those who take mastheads at the fore take lookouts, and those at the mizzen night watches. I am put at the mizzen myself.

We are going to the southward as fast as possible.

October.

Oct 9 Lowered for "black" in a dead calm. I pulled all the forenoon. Got three LBs & 1 BB. On our way back to the ship we caught a turtle.

Oct 27 We have been at Port Praya ^{with us.} St. Jago since I wrote last. I don't remember the last back watch had one day liberty besides one boat crew pulled ashore every evening.

Today we saw several water spouts. We lowered for black fish & LB got one. BB got one last evening.

On the way to the ship again we caught a large shark & rain. Lat 18° N

November.

Nov. 5. Raised sperm whales & lowered
4 boats LB & 413 got fast. The whales
ran for the school & we lanced
several loose ones.

We got six but lost one in
the night.

Nov. 7. Got hurt in the throat by a pike.

Nov. 29. Raised the Falkland islands.
7th mo.

December.

Dec. 1. Lat. 55.5 S Lon. 64 + W. Near
the Falkland islands.

Dec. 10. Lat. 57-10 S Lon. 66-40 West.
Took supper this evening in
the Pacific ocean.

Dec. 13. Heavy NW. winds. Gave to
under & close reefed main top sail.
8th mo.

Dec. 17. Lat. 55-18 S Lon. ~~64~~ 45 W.

Dec. 19. Lat. 54-00 S Lon. 75-38 W.

Dec. 22. Came in sight of the coast
of Patagonia. Caught two
gonies and having killed
them, let them go again.

Dec. 27. Being on Guafu, we raised
a large lone whale and,
lowering three boats, we chased
him till dark, but without
success.

December.

Dec. 28 I named the Mary & Susan
of New Bedford.
Capt. Howland died
six weeks ago & was buried
on Pitcairn's island. 1800 H

Dec. 29 I named the Glove of
N.B. a "North-west ship", 1400 Hs
We began to stand
boat's crew watches again
on the 28th inst. and a more
detectable way of standing
watch could hardly be
invented. JWS SW

Requiescat in pace.

Pax vobiscum et benedicite mea
filia

Annis sed non pitae.

Veritas.

1867.

Dominus dirige nos.

Haec tus est in anno Domini
~~octodecim~~ centum sexaginta-
que septem et in anno
rei publicae Americano
octoginto novem.

R. Swift. fecit.

1867.

January.

Jan. 1. I named the Sea Ranger of New Bedford. This bark is five months out from home.

Jan. 6. Lowered for humpback but were not able to get fast.

Jan. 7. I named the Mary & Susan and the Lolone. The M. & S. has just returned from Se-
cra.

Jan. 11 ^{Tyl 3/4 whole} Raised whales & LB got fast about 5.15 in the afternoon. Held on till dark & then, the whale having taken all the LB's line & part of the WB's, we cut loose & went back to the ship. (The Mars got the same whale, unbeknown to us, many days after. day.)

Jan. 12 Ran down to Woods & named the Amy of Nantucket & the Mars of New Bedford. The Sappho is in sight up to windward.

Jan. 13 Raised whales in the forenoon and three boats went down. WB got fast to a humpback and we in the LB pulled after them 5 or 6 miles & at last got our warp on board. After that we held on till the iron drew out.

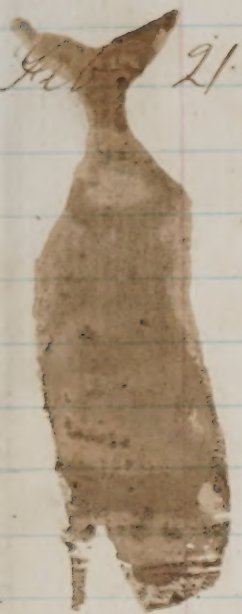
January, 1867.

- Jan. 14. Gammed the bark Orick.
- Jan. 15. Raised whales in the morning close in shore. 9th mo.
 Chated with the Sappho & got a whale a piece.
 Out in all night.
- Jan. 19. Finished the oil & cleaned up.
- Jan. 21. Ran in under the lee of Socorro and stowed down our oil. It amounted to 72 bbls.
- Jan 22. Spoke the Sappho. Her oil amounted to 75 bbls.
- Jan. 23. Gammed the bark Hamilton of New Bedford.
- Jan. 24. Gammed the ship Wiger of New Bedford. She is bound to Yalcahano direct.

February.

- Feb. 3. Saw the planet Venus in broad daylight. 10th mo.
 Gammed the edney.
- Feb. 5. Saw several large waterspouts.
- Feb. 10. Gammed the Emma & Jones. 11th mo.
- Feb. 17. " " " " " " 12th mo.

February, 1867.



Feb. 21.

The Sappho raised whales and lowered four boats.

The lowered four I followed them up. Senex went in our boat and Bowhead, having a lame arm, kept ship.

We followed the whales 17 or 18 miles in a dead calm and lost them.

Feb. 23.

Raised a lone whale and lowered three boats, S, W, and B.

The whale went off rapidly to windward.

We raised shouts soon after to leeward and ran off towards them. They turned out to be killers.

Feb. 24.

Raised a lone whale going to windward and lowered three boats, L, W & B. There was a great swell running which increased as the day advanced.

We pulled to windward the greater part of the day and kept off for the ship late in the afternoon. Senex lowered in our boat. He was standing on the stern & fell overboard.

March.

March.

- Mar 7 Left Socorro and went to Guaro.
- Mar 8 Jammed the Petrel.
- Mar 9 Mated with the Petrel and got one whale. (WB) We gave the Petrel the head and a blanket piece.
- Mar 10 Mated with the Colcord. Chased whales several hours towards evening. They turned out to be humpbacks.
- Mar 11. Bow boat got fast to a large whale. We went on soon after, (same whale) but failed to get fast. The whale took the bow boat's line and left.
- Mar 12 Jammed the B. Colcord of Starbuck.
- Mar 16 A heavy norther blowing, probably the "line gale." 1 1/2 m.
Mar. 16. 20 days m, d, v, d.
10 or 20 E.M.
- Mar 18. Jammed the Osceola 2d of A.B.
- Mar. 26 A heavy gale blowing.
- Mar. 28 Raised a school of whales. The W3 got fast, but the line parted.
- Mar {29
30
31} A heavy gale blowing.

APRIL.

Apr. 3. Raised whales off Chiloe
in a dead calan and lowered
three boats. The bow boat
paddled onto one with two
paddles only. We proved to
be the largest we have got and
made us one hundred barrels.

Apr. 9. Laid down the ship, kept
off, and made sail.
We began to stand sea watches
this evening; the Larbord boat's crew
having had the last all day on
deck.

12th mo.
Apr. 15. At 11AM today we were about
75 miles from Yelcahuano.
We will probably be there by 12M
tomorrow.

We are eleven months
out from New Bedford today.
16 Got a small whale & 17th got another
about 60^{bls} in all.

Apr. 24. Went into the port of
Yelcahuano.
20 Our watch got their first liberty
day on the 25th. The other watch
got the day previous.

Not shore. Shook off ice of

May.

- May 11. Came out of port after
May 7. having had six days
liberty each watch.
- May 11. Raised Juan Hernandez in the
morning. Our report is now 630+.
(13th mo.)
- May 15. One year out today.

May 19. Saw a very brilliant meteor.
It was about 36° above the horizon
and moved parallel to it in a
direction from left to right.
It moved past a point of the
compass in about six seconds and
was in sight about 28 seconds,
leaving a luminous train behind.

Up to the 15th of this month
we had got 630 bbls or an average
of $52\frac{1}{2}$ bbls per month. We have
taken in all 28 whales which makes
an average of only $22\frac{1}{2}$ bbls to a whale.
This has been done in two fares,
making an average of 63 bbls to a fare.

As soon as it was light
enough we raised St Ambrose and
St Felix.

May 24. Οε βερυκενυ-δφ θε ενδ δφ
θε boat εφφαιρ. Μυx ωεφ
γρω ουτ δφ η. I αυτατ θε
ρεδουτ.

May 1867.

May 20
23

Broke out the oil that
we brought from the other side
of land and run it down into
the ground tier. It has been stowed
in the 'tween decks' We then
washed the sail and painted
the inside.

May 31

More developments of
the boat affair.
It began to get into it.

End of May.

June.

June 5 Raised the Gallipagos Ids.
Russian T & B

June 7 Lowered for black fish (LB)
struck & got stove just at dark.

June 14 Raised a school of whales at
daylight in the morning and got
two (LB & TB) Toward evening
we raised more, but failed to
get fast. They amounted to
60 blbls. Our boat was stove
slightly on the quarter by the jaw
of the whale. (14th mo)

July

July 5

Lowered for blackfish
through the coverings and got
three LB WB & BB.

July 11

Raised whales in the
morning and lowered three boats
pulled some distance to the
windward. At last our boat
got on. We soon killed the
whale and waiting him went
after another. We brought
two whales alongside about
about dark and found three
more already there which the
others had got. The WB got
the one and the LB one.

We had so much blubber
that it blasted before we
could take care of it.

It amounted to 170 lbs
As near as I know the position
it was 7-20 S 104-30 W

(15th mo)

July 31

Raised whales early in the
afternoon and pulled to windward.
The whales came up handy to the WB
which went on & struck. The whale
broke two oars and hurt all the boat
crew more or less. We went on 2d
boat & got badly stove by his head.
We made 70 blbs +

August.

- Aug. 3 A leak started in one of the casks in the hold which we found, without any trouble, and pumped.
- Aug. 4 Raised whales and the W3 got one; the largest we have got yet. We rolled off 105 lbs. As we now had 1000 lbs or over they gave us the doughnuts according to custom.
- Aug. 28. } kaws. (16th mo) ✓
29. } Broke out and stoppered keels in the oil. We lost 1 1/2 casks this time.
- Aug. 30 Made sail for Gallapagos and set sea watches.

September.

Sept. 9 Raised the *Callapaga* early in the morning. In the afternoon went fishing on in 15 fathoms of water and brought a Boat load in about two hours. Stood off shore and hauled the barge *Samuel* ~~at~~ Thomas of New Bedford.

Sept 10 Hauled the Barge *Leetitia* out of *Harvey* and got some late papers.

Sept 12 Hauled the Barge *Charles* and *Edwin* of Valparaiso 1 1/2 months out. 300 Barrels (17th mo)

Sept 20 Hauled the *King* of *Santruck*.

Sept 23 Hauled the *Matilda* Sears of N.B. & the *King*.

Sept 24 Hauled the *Release* of New London (Now the *Piscadores* of Valparaiso). She formerly belonged to the expedition that sought for Sir John Franklin.

Sept 3 Entered the port of *Parrama* and sent home our oil.

O Temporis! O Mores!
Errare humanum est.

October

(18th mo)

Oct 16 Left the port of Panama.

Oct 19 Carried away our flying jib stay.

Oct 21 Raised whales at noon and got one (LB)

Oct 28 Off Point St Helena beating up the coast.

Oct 30 Off the Island de la Plata, where Alis Francisco Drake used to divide his booty.



November.

- Nov. 1 arrived off the mouth of Yumbes river at 4 PM.
- Nov. 2 Two boat's crews towed a raft up the river and left it. 11 o'clock
- Nov 3 Sunday. Two boat's crews went up the river to fill the raft.

D

Got two large and one small raft of water and 130 lbs of sweet potatoes.

- Nov. 9 Made sail for Payta about 3 P.M.

- Nov 13 Entered the ports of Payta. (19th mo)

- Nov 29 After having had three days liberty each watch we go under sail at midnight and sneaked off to get rid of paying our debts. Payta is a mean place where we have liberty, although it was formerly "some punkies".

December.

Dec. 9 Carried away our mizzen-top
sail.

Dec 13 Raised Mas a fierce

Dec. 15 Arrived at Juan Hernandez. (20th mo)

Dec 16 Two boats crews went fishing.

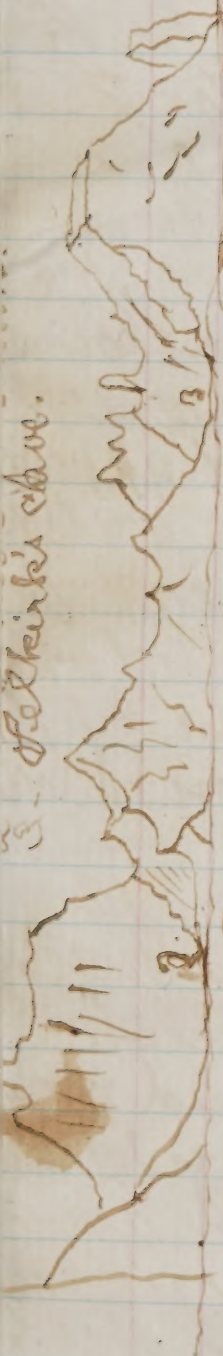
They caught quite a number of
fish; some longer eels; and one or
two crew fish. They fired at a
goat on Santa Clara island, but
as might have been expected with-
out success.

Towards evening we sailed
along the shore with a gentle wind
past the valley of the "Yangué", or
anvil, a curiously shaped moun-
tain which rises abruptly from
the sea and reaches the height of
3000 ft. It is in a range of moun-
tains no less precipitous, is wooded
from apex to base, and presents quite
an imposing appearance as you
approach the island.

The higher parts of the island
are mostly wooded, but here and
there are patches of grass which
contrast favourably with the dark
myrtle copses which abound.

Between the Yangué
and the shore there is an extensive and
fertile valley watered by two
streams.

Dec 17 This morning a boat went fishing
and another ashore.



St. Peter's shore.

December.

Dec 18.

In the afternoon two boat crews (L.B.) & (B.B.) went going on Santa Clara or Goat Island.

This island is not so high as Juan Fernandez, but the cliffs rise so abruptly from the water that when you look from the base upward they seem to tower to an enormous ^{height}. The western extremity is a bluff, but on the east it descends gradually to the water. The bluffs are of a brown volcanic stone ribbed here and there by columnar projections running in tortuous courses over the whole. These latter are of a darker stone than the rest and appear to be lava. The rocks at the water's edge with caverns which appear to penetrate to some distance and whose gaping mouths remind one of the lunar craters which astronomers give us descriptions of. *

Our plan was to drive the goats down a gulet which descends on the western side. This gulet ended in a narrow beach, and when once there there was no way by which the goats could escape. The reason why we didn't do this any one can guess. The ascent from the boats to the top of the cliffs was very difficult and dangerous and occupied over half an hour.

Dec 19

Gammed the Gallao of New Bedford, boiling

December.

- Dec: 23 Left Mas-a-fuera for Huafu.
24 Encountered a heavy gale of wind and lay to under a double reefed main topsail, main spancer, and fore topmast staysail.
We begin to see our old friends the gonies again, and are, I have reason to believe, in the vicinity of Huafu. At night our watch stood quarter watches.
Dec. 29 Arrived at the Socorro cruising ground and gained the Chas. W. Morgan by which I got papers. There are several other vessels cruising here: the Staphro, Mars, Orion, and ~~St. John~~. The Mary and Susan, Mt Wallaston, and some few others are daily expected.

Finis anni MDCCCXVII.

1868.

January.

Jan 1.

We are now cruising at Ucoorro. Guambelin or Ucoorro island lies near the Chonos archipelago, but I believe it is not considered as belonging to it. It forms one of three islands of considerable size. The other two are Yum or Harbrough and Huafu or no man's island. They are all three much lower than the islands of the Chonos archipelago, and I believe also that they are more thickly wooded. Huafu is the most northern.

Jan 5

Today we communicated with the crew of the B. Coleord, by whom we were informed of the proximity of the Mt. Wallaston, also the Onward.

Jan 6

Caught several porpoises. Porpoises are a great feature of the Huafu cruise and are caught in great numbers by the whalers who frequent the Patagonian coast. The oil is in great repute as a lubricator for watches, but the flesh, being coarse and oily, would not be considered much of a delicacy on shore. By sailors, however, whose standard is salt junk, it is eagerly sought for and when they get it they "skoff their whack" with great gusto, complaining rather of the quantity than the quality. They chop it up and fry it in balls after the manner of sausages. Porpoises are of several

January 1868.

kinds. The right whale porpoise (*Delphinus Peronii* Leach) is found here in great schools. It is pure black on the upper part of the body and pure white below. These two colors come together in an abrupt regular line without any intervening shades. The common porpoise (*Delphinus Delphis*) is found all over the world. These are all the species with which I am at present acquainted.

Jan. 11

I am med with the Bk. Bone.

Jan. 12
13

Caught a very heavy westerly gale the heaviest we have had on this ground either this year or the last. We had to carry sail to keep of shore, as the island of Ynago was just under our lee.

Before this I never thought that the ship was so good for carrying sail. We had a close reefed main and mizzen topsail all the time, but she stood up bravely.

(21st mo)

Jan 15

Another westerly gale is beginning to blow. We started for Socorro today, but the gale has stopped us.

Jan. 17

I am met the Mary & Susan (just out) and the Mary. From the M. & S. we got five kegs of butter and 16 got some letters and papers.

18

Another gale.

Jan 20

The gale subsided enough for us to gain the est Wallaston, but while we were gaining it sprung

Jan.
 up again and the boats crew
 did not get back to their ships till the
 morning of the 22d.
 Jan 22 In the afternoon we got our cask
 from the Mt Wallaston. I got my box
 all right.
 Jan. 27. Being on Yucoto we
 27th { lowered four boats for black fish.
 Sta in on board. The 1 B got one,
 and the 113 & 113 got two each.
 Jan. 28. I named the Pore -
 28th { For the last few days we have
 been having very good weather &
 it leads me to hope the westerly
 gales are over for this year.

February.

Feb 10 Carried away our Starboard
 fore topsail sheet in a squall.
 The weather has been much
 better lately than it was when we
 first came here. We have plenty
 of sunny days now and moderate
 winds. My experience of this
 place is as follows. During the
 month January the westerly
 Feb 12 { gales blow with very few intermissions.
 These gales are invariably
 accompanied by rain, and even
 during the fair(?) days there are
 occasional rain squalls. These
 squalls last but a short time how-
 ever. The rain that falls on these
 occasions appears to be without
 end. Here are some adjectives that
 apply to it - Everlasting, endless,

February 1868.

unpleasant, damp, uncomfortable
never ending, tiresome, trying,
gloomy, profanity-provoking -
besides a whole string of others.

Feb. 1/12

Upon the whole Umanak is a most
undesirable place to cruise in
in January. All the good weather
that we have is in February. There
are some very fine days in that
month. In March and April
are the northers. They blow fearfully,
but, being unaccompanied with
rain, are not so uncomfortable
after all. They get worse and worse
as the season advances and
finally drive the whale ships off
about the last of April.

During the continuance of
a norther it never rains, but
there is usually a little spit just
before it clears up. By that you can
tell when the gale is most ended.

During the month January
there were very few days that
we wore dry clothes all day long.
(22 mo.)

15 I annexed the *Sponia*, after which
started for Goosro.

16 Raised whales in the forenoon.

The BB got fast and the whale took the
line. After that the WB fastened to same
whale and we came up and fas-
tened second boat. We killed him
without much trouble, but had
pretty ruffled time with him after.

I got blew almost without
cessation all the time. We parted
two of the chains besides

several smaller ones.

In spite of all that we could do
we lost the head. What was
left made over 50 bbls.

Two men were hurt by the surging
of the fluke chain and one of them
was afterwards hurt again by the
fall of a block from the main top.

Ἀρδ τερμς, βυτ ὠνερ τοῦ

March, 1868.

Mar. 1. Succeeded the Ponca.

Mar 2 Raised whales early in the morning. The 2d mate got fast and got a bomb into the whale after which he lost his line. The whale came up soon after and went into his flury. We cut him in the same afternoon finishing about midnight. Yl e made 80 bbls. Yl e head was the biggest we have cut in in one piece and made half the oil.

Mar. 13 Raised whales just at dusk and two boats lowered, but it grew dark so fast that they soon returned.
(23d. mo)

Mar. 15. Raised whales going to leeward. The waiste boat struck twice and the irons drew. Soon after we struck and our irons drew too. The boats of the Daphne joined us just before the waiste boat struck for the third time. This time the irons held. We struck second boat the whale lifted us on the bunch of his neck and the boatster & myself both fell out one after the other. He then stove the bow boat with his jaw and the waiste boat went to her assistance leaving us to kill the whale. Yl e made 90 bbls. While boiling we kept away for the Yellow water reef. Margaret M

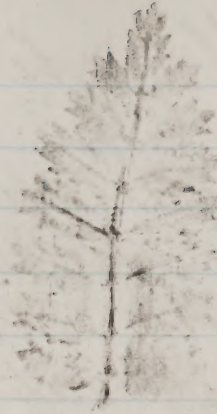
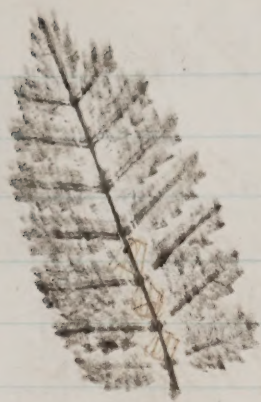
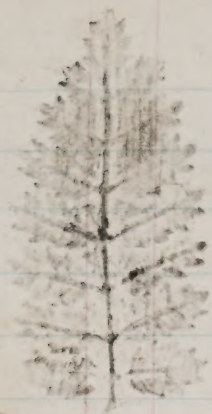
March 1868.

Mar 29. Returned to Hualto.
Mar 31. Raised whaler early in the morning and beat to windward all day. About 2 PM we lowered & pulled after them. Our boat nearly got on, but the whales took a new start & soon passed out of sight.

April

Apr. 4. A gale blowing. Saw a huna rain bow.
Apr 5. A gale of wind with a heavy sea. Raised whales all round the ship. We kept the run of them till afternoon by that time it had moderated enough to lower. Our boat got fast, but the whale kicked the iron out of him. Soon after we got fast to another and killed him.
Apr 6. Raised whales again and two boats lowered: W3 & BB. The BB got the biggest whale we have got the voyage. The weather was so ragged that we had to run into Low-harbor at the island of Guayateca.
It is a fine harbor the best on the coast, but uninhabited. The country is mountainous and the principal forests descend to the water's edge.
On the evening of the 10th two natives hailed us from the beach and we took them on board. They said they had come fishing from a town seven hours journey in the interior. They remained all night & left the next morning.

Leaves of the
evergreens of the
Chonos Archipelago



The next day they came back again
bringing two more. - During this time
we broke the mincing machine badly
and had to mince with the knives.

While in Low harbor we got
wood and water enough to last
for some time. We did it all easily
enough, only the water being so cold
made it very unpleasant to be in
it, which was unavoidable. During
the last few days it rained almost
incessantly. When we got through
I went up the lagoon with a lot
more to roll the boats over and
get out the dirt. We found the
water very cold, but when we came
out I managed, with some trouble,
notwithstanding the rain, to get a
fire going. The first Monday some
of us went up the lagoon in two
boats gunning. We got 13 cl^h
geese. On the 14th

Apr 14

Apr 21

22

We left the Chonos Arch.
and run off one week. (24th month)
Went to Morcha and got potatoes
fowls, and one bullock.

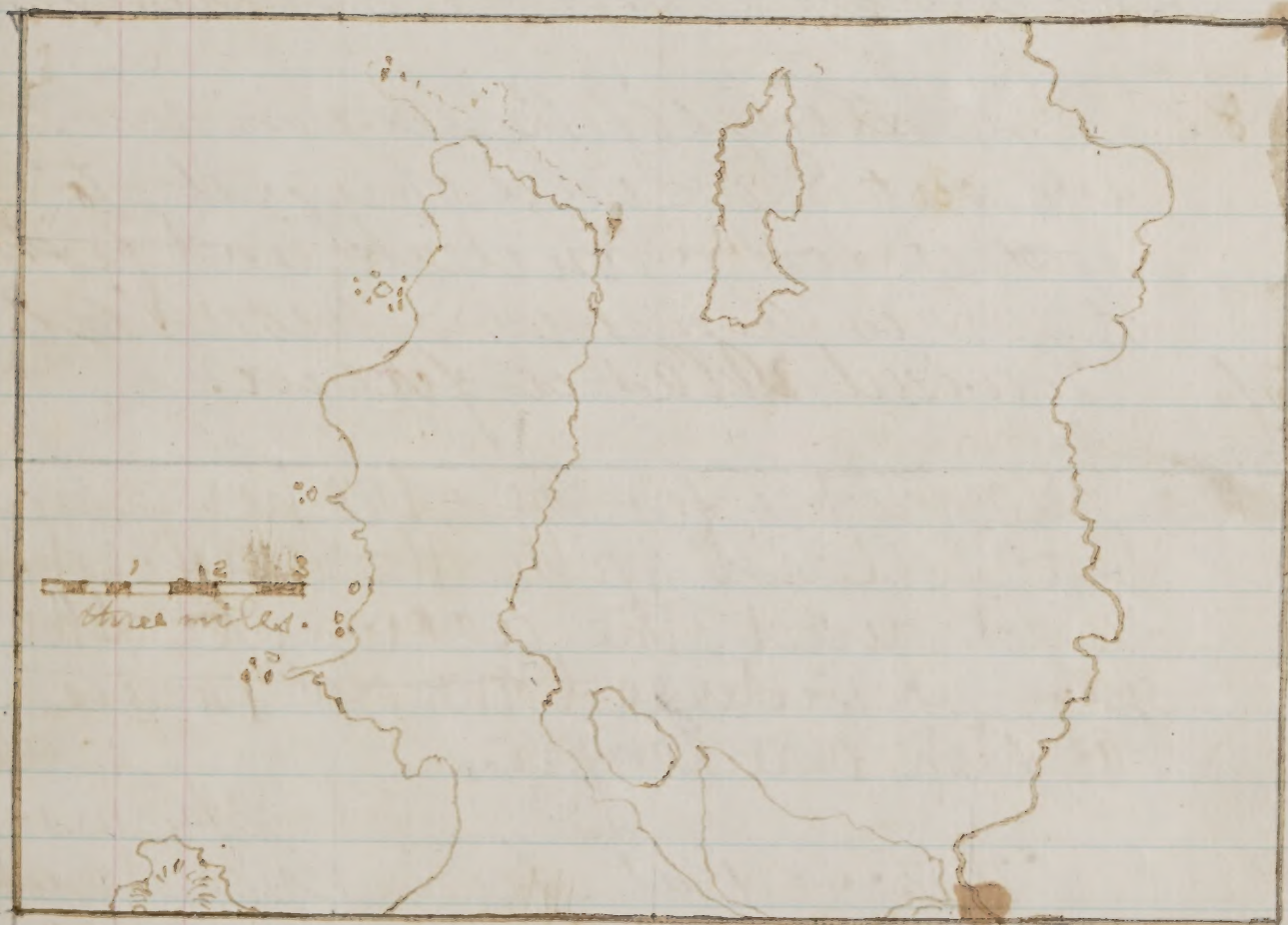
Low harbor; Chonos Archipelago

Apr 24 Entered the port of Malabuan.
We had two days liberty.
Our watch went ashore on the morn-
ing of the 25th.
25th Left port on the first of May
with a full crew.

May.

May 9 Raised Juan Hernandez in
the morning and Mar-a-fuera in
the afternoon. We will cruise here
some weeks.

May 31 Sailed the Maria.



Bay of Concepcion.

June

June 3 Arrived at Valparaiso in company with the Maria. Lay off and on and one boat went ashore. Valparaiso is built on three hills called 'Ford', 'maid', and 'muzzu tops' and has a go ahead look looked for in ~~the~~ in any other Spanish place I have seen. The city is lighted with gas, the street cars run through the business part, and the houses were built after our Yankee plan for the most part of brick. While laying off on the main yard got fishing.

June 8 The slings of the main yard gave out & we were obliged to send it down on deck and fish it. Chew slings were provided.

June 9 Raised Blas-a fuera.

June 14 Started for the crecher ground but fell in with the Alfred Gibbs and the account she gave us induced the old man to stop here longer.

June 23 Arrived at Juan Fernandez and sent a boat to the store and another to fish. (20th mo)

June 24 Got a raft of water and quite a number of fish.

June 25 Started for the leeward, probably the "off shore".

July

July 6 Raised a large lone whale
in the forenoon.

It was our chance and we
went on and got it. We sunk
almost immediately. The bow
boat picked it up and the waist
boat picked the whale. It was
the largest we have taken and
rolled away 121 bbls—

July 16 Lowered three boats for blackfish
in a calm and got two (W3 & B3)

We went to the richer ground
and cruised some time.
The weather was bad most of the
time and the wind blowing strong.

August Home Passage
Started Aug. 1st.

Aug 5 We started several days ago for the southward and for the last few days we have been reaving new braces, ~~bending~~, new sails &c; we have got up another main top-mast stay and stay-sail.

Aug 6 Parted the fore top-gallant tie. Bent new head sails and fore main topsails, and rove new top-gallant and royal braces, reef tackles, lower buntlines, and lee-ch lines.

Aug 9 Lat. $35^{\circ} 26'S$; Lon. $89^{\circ} + W$.

Aug 10 Lat. $40^{\circ} 41'S$ — We are rapidly getting into cold weather. The sky has a leaden wintry look and the sun is obscured most of the time by heavy clouds which ever & anon send down showers of chilly rain. The wind still flows steadily from the north, but I am afraid won't last much longer. A change will probably bring colder weather.

Aug 12 Lat. $45^{\circ} 27'$. The wind has hauled to the west, bringing with it colder weather & ice forward in the bunts of the sails during the night. We have left the Goncoro cruising ground behind; its southern extremity (south point of Bocoroc) being in lat. $44^{\circ} 55' 50''$.

Aug 14 Running before the wind with
a fore & main topgallant tail out; just
as much as shell, bear & more sometimes.

Aug 15 Passed a large sperm whale
making passage to the northward.
PM Wind came south & blew fresh
but clear. It bit the cold with it.
Handling wet ropes in this weather
isn't productive of very pleasant
sensations. ^{very} PM Wind came
fair again; kept off & set the main
top & pant sail. Got no observat-
ion today it being rainy at noon.
Sewer estimates us to be
in about 51-30. ~~Sept 2~~

Aug 16 (Sunday) Ran all night, with
just as much wind as we could bear
under whole topsails, heading E. S. E.
At daylight raised Cape Pillar
a little on our bow. A little
more darkness would have had us
onto it. Cape Pillar is the NW
point of Yerra del fuego, and the
south headland of Magdalen Strait.
It lies in 52-42-30 S
74-43-30 W. Sewer was
confident yesterday that he was
in 80 W.
12 M Lat 53-18 - Lon 74-29 W
off Cape Primera, the N cape
of Sandfall island. A heavy
gale. We will go clear if the wind
don't change.
Saw another whale heading the
same as the other.

August
at 3 PM the sea swept over our
bow boat. She was hoisted two
blocks & had ropes round her in
every direction. It has flown a
heavy gale all day accompanied
with frequent squalls of hail.

Aug 17 Heavy snow storms; the gale more
moderate. At noon the latitude
was 55-26. Lat of Cape Horn
is 55-58-50. 4 PM kept off E.S.E.
Ran all night before it with a
heavy gale. Towards morning
carried away the port mizzen top-
sail sheet.

Aug. 18 Just before daylight the gale in-
creased & snow & hail began to fall.
Lowered down the fore topsail &
tried to reef it, but found it im-
possible to lay out on the yard.
Crewed it up & spliced it and
slacked down the main topsail yard
onto the cap. At daylight kept off
E by S, dead before it with the Cape
horn mizzen rolling in over both
quarters and the decks flooded.

Passed two merchantmen close
hauled & working to the westward.

We were probably in the Atlantic
this morning.

Later The old man said he was
off the Diego Ramirez isles at 6
this morning, but at 1 PM we raised
them a little on the port bow. If it
had been dark we would have
been on them before we saw
them. Would navigating that.

August

The Dicks bear W.S.W. 18 leagues from the horn.
Aug 19 This morning set the main top-
sail whole. The fore, topsail, balance
reefed & the main top gallant sail

We had frequent squalls of snow,
but the sun was bright between them.

The snow had an unpleasant
propensity of falling in avalanches
from the rigging.

Passed several more merchant-
men; all bound the other way.

In the afternoon the other watch went
aloft with heavers and beat the ice from
the sails and blocks.

8.30 PM The gale increased and we
hove to under a close reefed main
topsail & staysails, fore, fore topmast,
and main topmast.

17th 12 —

Aug 20 Had a very heavy squall about
4.30 AM. The daylight is about

9 hours out of the 24.

When we came round here
before in the summer time
it was 19 out of 24.

It snowed heavily all the afternoon
with a heavy sea, a very low tem-
perature, and little or no wind.

work

Lat. this noon $53^{\circ}-16'$.

Aug. 21.

Morning watch) Our watch below-
ed heavy gale came on byt end first.
All hands were called to heave the
ship to. She was running before
it with the sea running clear over
her aft. We tried the pump, but found
she was not making any water.
Glewed up the foresail & main topsail

August 8,
and luffed to the wind without
shipping any seas to speak of.
Then our watch, after three un-
successful attempts, succeeded in
smothering the foresail so as to
get the dasket on it. The other
watch were obliged to give up goose wing-
ing the main topsail.

Afternoon { 11 AM The weather moderated
enough to let us furl the topsail

M Lat. $53^{\circ}-16'$. Kept off again

The ice is beginning to melt a
little now.

One has to walk deck to keep warm
& when the ship rolls so you can't
walk you must be contented to
remain cold.

Before the wind under
close reefed fore & main topsails
& three staysails.

9 PM Took in the main topmast stay
sail.

10 PM Took in the fore topsail.
It furled easily tonight because
the weather was warmer & there
was no ice on the rigging.

22d.

Wove to under the main spencer.
Blowing heavily with squalls of
rain and hail accompanied with
lightening. Kept off at day-
light & set the fore and main
topsails close reefed.

August.

Afternoon { Went down the foresail and mended
it & then set it again. Took in
the mainail and jib.

dog - { On the second dog watch it began
to breeze on & snow so we close reefed
the main topsail and reefed the
fore course.

23d.

Childle { The wind S & very cold with the
stars out most of the time.
The swell going down. Turned
the reef out of the foresail.

Evening { Made all sail except the fore top-
gallant sail the swell very regular
and the wind more moder. The
weather very cold & the rigging
icy. Began to stand mott heads
forward.

Evening { The wind abeam and all sail
out. The ship steady as an
eight day clock.
Breezed on and we took in the
topgallantsails, the main royal,
and the flying jib.

Evening { Close reefed the fore & main top
sails. After that shook out one reef
from the main; after that carried away
the starboard sheet & reefed it again.
Let the main & mott staysail.

M Lat 58-12'

August
25th.

Afternoon { The sun out bright & warm and
the gale moderating. Turned one
reef out of the main topsail.
Lat. $47^{\circ}-08' S$.

Evening { A hard wind, accompanied with
rain, and the sea rising. The weather
quite warm, but the wind high.

26th

Morning { Raining unpleasant weather, but
not cold. On the port tack
heading NE on a taught bowline.
Our course is NNE.
M Lat. $45^{\circ}-46'$.

Afternoon { The sun out
warm & the gale abating a little.
I took one reef from the fore
topsail.

2d. dog { Very comfortable weather
turned the reefs out of the topsails
and set the flying jib.

27th

Mid. { Foggy, but warm with
the wind abating. Set the main
top gallant sail.

Forenoon { Foggy & wet. The weather is
very uncomfortable to say the least,
but I suppose it is what we
must expect for some time to come.
The sun came out
about 9.30.

M Lat $43^{\circ}-55' S$.

August.

at day { The sea is smooth and there
is just as much wind as the
ship will bear under all sail.
She is going along favorably.

at day { Worked out the longitude and
found it to be $86^{\circ}-23' W.$

ning { The wind freshening. ^{York}
in the top gallant sails & flying jib
and double reefed the top sails.
The wind is getting to be more
in our favor.
28th.

ning { The wind and sea rising
furled the mainsail and
close reefed the fore & mizzen
topsails. At daylight set the
mainsail.

M Lat. $42^{\circ}-20'S.$

day. { Furled the mainsail.

29th.

Rainy and damp at first, but
about 1 AM the wind came round
fair suddenly in a squall of rain,
and the weather has been look-
ing better and better every since.

Middle { The wind has gone down, but the
sea is still high. We are heading
NNE with our port tacks aboard and
the wind a little abaft the beam.

We turned one reef out of the main
topsail. If the wind holds this way we
will everlastingly ^{be} on sail at day-
light

August.

Broke out water. The sky is overcast most of the time and it frequently rains.

The variation has been to the east all along; yesterday it was one degree; but today it is 0, and tomorrow it will probably be 1° W.

Got no observation.

Course N by E.

Evening { Raining and the wind dying out.

30th.

Raining at first, but the sun rose and dispelled the clouds.

We have a brisk wind a little on the port quarter and carry all sail. We may expect the SE trades soon.

Today is the pleasantest most sunny day we have had the side of land. The latitude this noon was $37^{\circ}25'8''$.

Hitherto we have had heavy nimbus clouds, but to day noticed cumulous ones for the first time since leaving Wellington island. Course N.

31st.

Squally with the wind all the way from dead aft to the port beam. The moon shined out brightly between the squalls.

Took in the main royal and mizzen topgallant sail.

August.

Evening watch. { Squally weather with light wind and dead calms in the intervals. The squalls are accompanied with heavy rain, thunder, and very sharp lightning which appears to be all around at the same time.

We head NW by N $\frac{1}{2}$ N close hauled took in the top gallant sails, the flying jib and the main sail. The latitude today was $35^{\circ} 27'$

September.

1st.

Morning { The wind blowing fresh. The ship on the other tack (port). Hauled down the main tack and set the fore & main top gallant sails and flying jib. Venus is the morning star and very brilliant.

Evening { Tanning at first, but it soon clouded up again and began to rain.

Day. { Rainy and unpleasant with very little wind.

Evening { During the starboard watch on deck, the ship being under top-gallant sails, a heavy blow came on suddenly and without any warning whatever. They took in everything but the balance reefed main topsail, fore sail, and fore and main topmast staysails.

September.

2d.

Middle

Close reefed the main topsail and took in the foresail and main topmast staysail.

Rainy most of the watch. The contest is a sea boat if there ever was one.

Forenoon

The sun is out and the wind is very moderate, but the sea is running so high that we cannot drive her much. Set the fore topsail double reefed, turned one reef from the main topsail, and set the main topmast staysail and mainsail. Tried to catch a goney, but they were too shy. We succeeded in catching three stink pots however.

M Lat. $33^{\circ}-57'$ S.

Evening

Bad weather coming on took in the mainsail, jib, flying jib, and mizzen topsail. Double reefed the fore & main topsails and after. That took in the fore topsail.

3d.

Morning

ad high sea, but the wind moderate. The stars are very brilliant.

Venus is the morning star; Mars sets about two and Jupiter some hours later. He is close to the full moon but appears unusually bright notwithstanding her glare. The cross beginning to fade. Noticed a dristi a Gauri, Castor & Pollux, a Ganis

September.

main { majoris, a Leonis or Regulus, a
Virginis or Spica, &c &c. I looked
for a Aquilae, Antares, and Andromeda,
but could not make them out.

M Lat. $33^{\circ} 27'$

noon { Spinneshoning all the afternoon.
The wind moderate, but the sea
high.

dog. { (Starboard watch) Had a heavy
squall of wind and hail.
It came suddenly & ceased
the same.

dog. { Breezed on and looked back
to windward. Took in the
fore and mizzen topsails and
close reefed the main.
We heeled about ENE. I expect
a fair wind shortly.

4th.

middle { I stood quarter watches.

noon. { We had one squall during the
forenoon and took in the jib, but
set it again when the squall was
over.

Lat. $32^{\circ} 42' S$.

king { The first part of the watch there was
a dead calm and lightening every few
seconds with now and then a rumble
of thunder. About 8 PM a breeze sprang
up and blew steadily all the rest of the
watch. Before it struck it could be
heard and seen coming over the water
with a buzzing noise. We were

September.

Evening.

(Laying becalmed one instant and the next felt the whole force of the wind.

5th.

Morning

A heavy gale came on and we took the foresail in, also the fore and mizzen topsails and main topmast staysail and hove her to under two staysails and the main spencer. On at NNE, off at NE $\frac{1}{2}$ N. Lee way $3\frac{1}{2}$ points. Lat. $31^{\circ}-45'$.

Afternoon

The wind begins to let up and we set the fore and mizzen topsails close reefed and the main topmast staysail. The sea is still high but regular and the decks are dry. Most any other ship would be wet fore and aft.

2d. day.

The sea is still high, but we have got a leading wind at last and the old man is driving her through it regardless of expense. She buries her snout pretty deep now and then and wets her fore staysail to the topmast. It is no easy matter to stand up on deck. Course N. Variation 3° W.

At 4 PM. passed a double topsail ship bound round East Cape with a fair wind. She had 2 topgallant sails out and was as steady as the rock Rodondo.

6th.

Sunday.

Stickle

A pleasant moonlight night. We are passing rapidly to the northward under double reefed topsails & courses.

September

noon. { A pleasant sunny day.
Steering large with the port
tack. Gave her whole topsails
and the fore and main top gallant
sails. Carried away the lee fore
top gallant sheet. Broke out
heel.

Latitude $28^{\circ}-35'S$. Dis. $208\frac{1}{2}$ miles
Variation $8^{\circ}W$.

ing. { A fine starlight night, with
just wind enough for all sail,
and a smooth sea. The weather
is much warmer than it was
twenty four hours ago and
we have got past the region of
squalls. The Maghaelan clouds
are lost to view now. I know the
exact position of them in the
heavens, but have not seen a
trace of them for a week or more.

7th.

ing. { There is less wind than there
was last watch and it is dead aft.
At daylight we broke out jock and
breed.

A hot day with very little wind.
The latitude today was $25^{\circ}-31'S$.
Distance $21\frac{1}{2}$ m. Average $8\frac{3}{4}$ knots.

8th

idle { A very pleasant night. There is
a brisk wind blowing on the star-
board quarter. This is probably the
trade wind.

September.

28
forenoon

sd hot day; on shore it would have been oppressive. This weather here very much resembles our August weather at home.

Spent the fore and mizen royals on deck and then crossed the yards. This is the first time the voyage that we've had three royals on her at once.

9th

(Sea day commenced at noon 12 hours before the civil day)

M Lat. $23^{\circ} 11'$ Dis. 158 $\frac{1}{2}$ miles
average per hour - $6\frac{1}{2}$ knots.

Evening

sd warm pleasant watch, but dark, the ship making good headway under all sail.

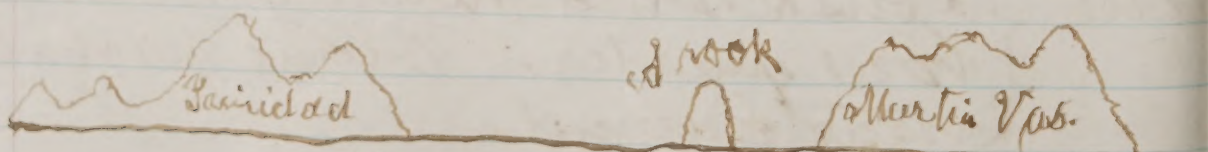
Morning

Plenty of sleep on deck now. We are running down the SE trades under three royals with the wind on the starboard quarter.

In the forenoon sent down the fore topsail footropes to be overhauled and put new deppings on the eyes of the main rigging.

10th.

About noon we raised Grinda on the port bow and soon after Martin Vab



From the SE.

September

Ysiriadad lies in Lat. $20^{\circ}-31'S$.
Lon. $29^{\circ}-16'W$.

Martin Vaz. lies in Lat. $20^{\circ}-29'S$.
Lon. $28^{\circ}-50'W$.

This afternoon we sent up the foretop sail footropes, put new seifings on the eyes of the fore rigging, and made new straps for the fore top sail reef tackle blocks.

During the first dog watch I overhauled my bomb gun.

vs

In the forenoon the wind began to haul more ahead.

We turned in the fore top gallant and royal back stays and fore top gallant shrouds. Overhauled the tryworks.

11th.

Lat. $18^{\circ}-9'S$.

The wind is variable and ranges all the way from the starboard bow to the quarter.

Every now & then we have transient squalls of warm rain which

obscure the sun only momentarily.

In the afternoon we put the minor & tub below, took off and reserved the lower shear poles, and set up the main stay.

12th

Latitude $15^{\circ}-38'S$. Distance 169.3 miles.
Average 7 knots.

We are beginning to get into the region of flying fish.

September

This forenoon we set up the
main topmast fore and aft and
seized on the topmast shear pole,
&c. &c.

13th.

* Lat. $13^{\circ}-03'.S.$

The wind has hauled aft again
and is S.E. again. For the last
few days it has rocked us off
now and then for a point or two
but it has not bothered us much.

The trades can't be depended on
in our days.

14th.

Latitude $9^{\circ}55'.S.$

In the forenoon we raised
the coast of Brazil on the port
bow and all along the beam.

15th

Lat. $6^{\circ}-58'.S.$

This is about
half way between Pernambuco
and the Cape St Roque, near Ponta Pedras.

In the afternoon, the land being
just aboard on the port beam, we
passed many kutanceers, some
of which passed very near.

They are nothing more than a
platform of logs over which the
sea breaks in the smoothest weather.

They carry large sails (fore & aft),
lay very near the wind, and go
very fast.

The coast is quite high
and looks like sand hills.

September.

We began today to work down
the lower rigging.

16th

Lat. $4^{\circ}-16'$ S.

The wind is freshening and
we are steering N by W.

The variation is 7° west.

17th.

Lat. $1^{\circ}-2'$ S.

18th

Got no latitude (The sun acted
curiously today. When I commenced
my observation he was ahead of the ship
in the northern heavens, He rose rapidly
and just before noon went into a cloud.
At this time I stood on $89^{\circ}-11'$. When he
came out of the cloud the was at the
the ship and falling. He must have
passed within a few minutes of the
zenith.)

4 PM Lon. by Chronometer $87^{\circ}-43'$ W.

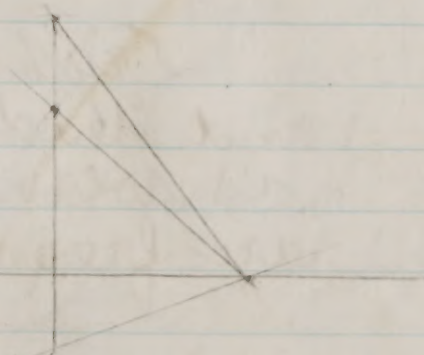
Lat. of New Bedford light = $41^{\circ}-35'$	} Lon. $70^{\circ}-54'$	
Ship's lat. = $2^{\circ}-19'$		" $27^{\circ}-43'$
Diff of lat. = $39^{\circ}-16'$		Diff $33^{\circ}-11'$
In miles = 2356	in miles 1891	
Middle latitude $19^{\circ}-38'$		

Dist. 3085 m.

by logarithms

Dist. 3069

by projection



Dist. 3060 m.
near 20

September

21st

Lat. $9^{\circ} 58' N$

We have got a steady wind from the NE at last, but whether it is the Trades remains to be seen.

The clouds that have hung in the north since we left the line cleared away tonight and gave us our first glimpse at the pole star.

I haven't got used to the northern hemisphere yet. The coral tellations have an unnatural look. Many of my old southern friends are faded from view and their places have been usurped by strangers.

Raised whales all round us in the morning forenoon.

22d.

Latitude $10^{\circ} 38' N$

Lowered three boats. The whales were gallied, but the waiste boat succeeded in getting a small calf. We took him in on deck.

We have got the Trades with a vengeance and the line gale may be expected soon. During the evening watch we had heavy rain (~~it~~ never rains like that out of the tropics) accompanied by thunder, lightening, and plenty of wind. I went up to furl the surzen top gallant sail and saw a Ball of St. Elmo's fire on the weather main top-

Ochlesher

gallant yard arm. Soon after while furling the main top gallant sail, I passed my hand through it several times. It was a steady light of a pale bluish color.

I noticed bright orange ones on the fore topsail and fore top gallant yard arm. We clewed down the topsails and double reefed fore and aft.

23d

Lat. $12^{\circ}-08'N$

Finished minding this afternoon.

3.30 PM

Lat. $12^{\circ}-23'N$ Lon. $48^{\circ}-37'W$.

Distance of N-B. — 2388 m.

Distance sailed since the 20th — 414 m.

In the forenoon we tarred down, sent down the fore royal yard and made new foot ropes, and renewed the services here and there on the fore and aft stays.

The wind lessened a little and we made all sail.

24th

Lat. $14^{\circ}-28'N$ Lon. $46^{\circ}-43'W$

Distance of N-B. 2169 miles.

Bearing of " " NW $\frac{1}{2}$ N.

Distance sailed the last twenty four hours 230 miles.

On an average rather over 9 knots.

In the forenoon began to wash paint work.

25th

Saw a small water spout.
The trades very light.

Lat. $16^{\circ}30'N$

Course $NW\frac{1}{2}N$ Variation $5\frac{1}{2}^{\circ}W$

Course made good $NW = 45^{\circ}$

Lon. (by logarithms) $48^{\circ}55'W$

" (" Chronometer) $48^{\circ}51'W$.

Distance id. 179 miles.

" of New Bedford 2002 miles.

In the forenoon we began to paint ship.

26th.

Lat. $17^{\circ}39'N$

Lon. (by logs.) $50^{\circ}07'W$

Course $NW\frac{1}{2}N$ Dist. 98 miles.

Distance of New Bedford 1902 m.

27th

(Sunday)

Lat. $18^{\circ}52'N$. Lon. (by logs.) $51^{\circ}24'W$

Distance 103 miles

" of New Bedford 1697 "

Bearing of " " $NW\frac{3}{4}N$.

Distance sailed since last

Sunday

915 miles

28th

Latitude. $19^{\circ}48'N$

This evening I saw a very brilliant meteor. It was about the color of the planet Venus, but much larger and brighter. It started from near the zenith and traversed the heavens rather more than 45° or 50° in a north easterly direction.

29th

Latitude $20^{\circ}58'N$.

Sept. Oct.
30th 30th

Lat. $22^{\circ}-21'N$

After humbergging some
time with light winds and
calms we have at last got
a fresh breeze from the S.E.

Longitude by chronometer $54^{\circ}-58'W$

Distance of New Bedford 1402

October

1st.

Latitude $24^{\circ}-05'N$

Longitude (by chronometer) $57^{\circ}-05'W$

Distance 163 miles.

" of New Bedford 1244
Bearing of Palmer's island
light $NW \frac{3}{4} N$.

2d.

Lat. $26^{\circ}-24'N$ Lon. $59^{\circ}-20'W$ (by ch.)

Distance 192 miles

" of Palmer's Id. 1077m.

We are beginning to see
the Gulf weed (*Yendois natus*)
very thick now. I don't recollect
when we saw it first, but it
was all of a week ago.

3d.

Lat. $27^{\circ}-48'N$

The wind is hauling to
the west and it is growing
squally.

October

4th (Sunday)

Lat. $29^{\circ} 41' N$ Lon. $62^{\circ} 20' W$.
Distance sld. since last
Sunday 896 miles
Distance of New Bedford 810 "

5th.

Lat. $30^{\circ} 52' N$ Lon. $63^{\circ} 00' W$.

Distance of Georgetown 102

" " New Bedford 723

7 PM Lat. by alt. of the pole star $31^{\circ} 24' N$

We will probably pass Pernambuco
tomorrow morning.

6th.

We have got plenty of wind at
last and have taken in our
top gallant sails.

Lat. $33^{\circ} 32' N$ Lon. $65^{\circ} 32' W$.

Distance of N. B. = 521 mi

"If the Pernambos let you
pass then look out for Batteras"

Old Batteras is beginning
to put in his claim. We
had a heavy blow this evening
and had to reef topstribs. After
that it died away calm and then
came out NE.

We set three top gallant
sails at daylight.

We have had warm weather
ever since we got into the
tropics. In fact, I think we
have been more discommoded
by the heat while passing between
 $10^{\circ} N$ & $30^{\circ} N$ than we were right
under the line. We passed the
latitude of Cape Batteras last night
and the air grew suddenly colder.

October

7th

I was unable to get an observation this noon.

7 PM Lat $36^{\circ}-06'N$ by the pole star.

8th

Lat. $36^{\circ}-40'N$ Lon. (by lunar observation) $68^{\circ}-46'W$?

Distance of Gay Head 296 miles

4 PM Lat $37^{\circ}-03'N$ Lon. (by Chron.) $69^{\circ}-10'W$

Dist. of Gay Head 266 m

The wind and current being both the same way made the sea unusually smooth in the gulf stream.

We entered it about sun down. Tonight is the first time that I have seen the whole of the Nova major since we came north.

7 PM Lat. (by the pole star) $37^{\circ}-40'N$.

The wind, SW again and just as much as we can carry all sail under.

9 PM Lat. (by the pole star) $38^{\circ}-09'N$.

Clew'd up the royals and topgallant sails for a black cloud.

During the mid watch the wind came NE and brought on chilly wet weather with a short unpleasant sea.

5 AM. Double reefed the topsails fore and aft

Carried away our jib halliards

October

9th

Cloudy got no observation.
Sailed the main course
In the latter part of the
afternoon we got a backing
wind.

7.27 PM Lat. (by the pole star) $39^{\circ}-03'N$

10th.

Lat. $40^{\circ}-30'N$

Made all sail. Saw many
schooners. 12.35 PM Raised
the south coast of Long Island.

We ran close in to the coast
near a ~~small~~ little village,
said to be New Hampton.
Its neat white churches give
it a civilized look, very differ-
ent from Spanish places.

We tacked at 3.30 PM and
stood off shore. We had the
fair end of the ebb tide.
At 6 PM raised Montauk
light on the port quarter
and another light unknown to
me on the starboard quarter.
Said to be Shinnecock.

Arrived at the foot of
Howland's wharf, New Bedford
at 4 PM on the 10th of October.

Ω γογ! Ω γογ! is this indeed the
δεντ οὐς τοπ I see. is this the
Ελλ! is this the χερκ! is this μεντ ων
κντρεε? We φλωττδ ωερ the
ἀρβος ραρ wιλ I wιλ σορς διδ
πρ γ Ω λετ με ρε ἀουηκ με
Τοδ, ορ λετ με σλεπ ανδουη."

"Ohy, now am I in
Arden; the more fool I;
when I was at home I was
in a better place; but
travellers must be content

As You Like It.

The purpose you
under take is dangerous; the
truce, ill sorted; the friends, not
to be depended on.

King Henry IV.

Second Voyage of Sinbad the Sailor.

December.

In the fifteenth of Dec.
1868, I left New Bedford a second
time in the ship Contest.

She had bad weather for some
days after leaving and the ship was
very wet, I think she is wetter this
time than she was last voyage.

She is a little stiffer however

23

Pleasant weather again.

5 AM Lat. by pole star $36^{\circ} 23'$

Dec 27th

Raised sperm whales about
2 pm and lowered three boats.

The whales were galled and we
could not get on. I tried a long
dart at one, but without effect.

1869.

Jan. 6th.

Raised Madeira this morn-
ing at daylight.

Jan. 7

Close to the land. Ran clear
past Ynnabal and those small
islands called "Las Desertas".

Jan. 11.

Passed the island of
Palma. Saw the peak of Tener-
riffe at a distance. Saw also
Herro and Gomera.

Jan. 15.

Spoke the U.S. Barston
of Nantucket.

Lowered for black fish in
the afternoon

January.

Jan. 18.

Passed Van Antone. Saw
Van Vincent at a distance.

19th.

Passed Hogo.

21st.

Lowered for black
fish but got nothing.

30th

Crossed the line in
Longitude $21^{\circ} 25' W$

February

5th

I lamed my foot in
the hold today while breaking
out water.

8th.

I lamed the Fireh Perry

8th

Lowered for whales at 7 AM
and pulled and paddled after
them till about 3 PM when we
were obliged to give them up.
They were galled before we
raised them. At 5 PM the Fireh
Perry appeared to be cutting.

February

March

6.

Lat. $39^{\circ} 18'$ - Lon. $58^{\circ} 09'$

Raised whalers about 1 P.M.
and chased them 3 hours.

They were going fast and
as they melted while down
we lost the rear of them in
the fog.

Passed a french bark
with PP on her fore topsail &
83 on her main.

11 & 12

Caught a heavy gale of wind.

27.

Saw a very brilliant meteor.
It started from the constellation
Leo and passed close to the
moon. It remained in
sight some time. We are
now in Lat. 47 (about) and
working slowly to the south.
The gales blow almost incess-
antly. When it does not blow it
is frequently foggy. In the
whole it is a very undesirable
place to cruise in and I don't
care how soon we leave it.

Port Hardy. Falkland Islands

April.

9th.

Spoke the Hamburg bark
Durandot, bound to Rio.

10th.

The first really pleasant
day we have had for some time.

11th.

We have been laying in the
fog waiting for it to clear several
days so we could go in. It cleared
yesterday so that we raised the
land and today we took a pilot
and got in this afternoon.

This evening a boat's crew
went ashore, got drunk, and
got into a fight.

12th.

Broke out casks enough to
make a raft of 120 bbls.

13th.

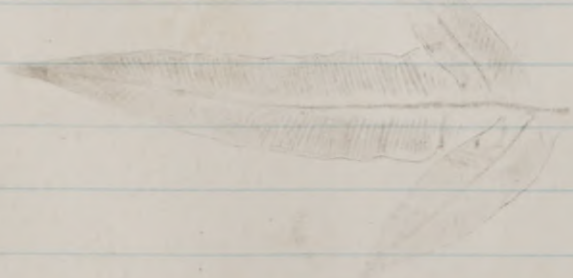
Thursday.

14th.

Rafted our casks in the
morning and sent down the
fore and mizzen topgallant
yards. Afterwards got a raft
of water and run it down.

15th.

Very blowy. Got a small raft
and run it down.



29th.

Went goose shooting up a long cove of the sea. Had bad luck, but got four.

30th.

Went out to sea bound for Gough's island.

While in this port and just before we got in & frequently saw the *Murora australis* and some times very bright.

The Gough's Island Season.

All things are full of labour; man cannot utter it: the eye is not satisfied with seeing, nor the ear filled with hearing. So everything there is a season.

May.

12th

1 AM Hove to for want of light to run by. Our oil is all gone and our candles went long ago.

At daylight we raised the island having run past it in the night.

The island lays in Lat. $40^{\circ}-19' S$, $9^{\circ}-44' W$ Lon.

14th.

Ran in close to the laricol. The wind is squally close to the shore and often takes the ship aback. When we were running out to sea again it came on to blow and we hove to under a close reefed main-stay-sail. The whales are not expected for most a month.

May;

15th.

The two boats of the port watch went in shore and stopped most of the day.

They saw no whales, but got many fish.

17th.

Ran down past a part of the island where we have a watch. I saw a man on the beach in a little bay and a house. Two boats went ashore and stopped some time. When they came off they brought off some penguin oil. There are a boat's crew of English here sealing.

They have been here three months and seen no whales.

They expect their schooner here today; we saw her leaving when we first sighted the island. They say that the wind never blows from the east and a ship can anchor under the bluffs in perfect safety. They had a free fight among themselves the other day and most of them a sport black eyes and swelled noses.

18th, 19th, & 20th.

A gale of wind blowing.

All the heavy gales are from the N and are followed by westerly winds. So that when the gales come on you have to

on the starboard tack; and when
they have blown out you have
a fair wind back to the island.
21st.

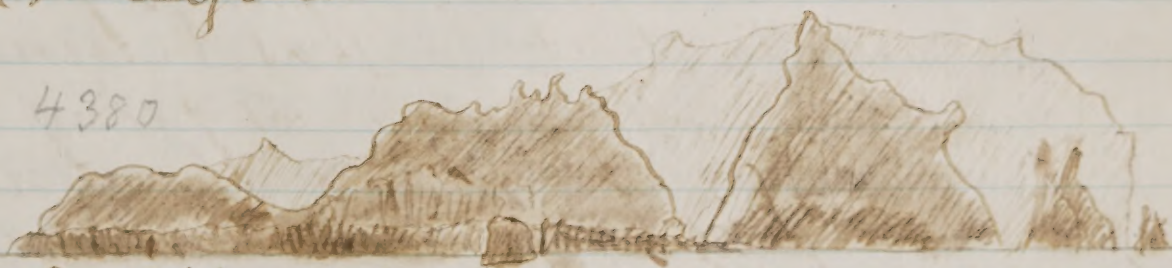
Ran in under the land
again and found the mountains
covered with snow.

In the afternoon we spoke the
sailing schooner Telegraph of
Cape Horn from Christian de
Buenah bound to Gough's
island. Water that we squared
in for Christian de Buenah.
22d.

Raised Christian de Buenah
this forenoon at Ten and
this afternoon the islands
Nightingale and Inaccessible.
Christian lies in Lat $37^{\circ}-9'$
Lon. $12^{\circ}-02'W$; Inaccessible in
 $37^{\circ}-16'S$, $12^{\circ}-35'W$; and Nightingale
in $37^{\circ}-33'S$, $12^{\circ}-20'W$.



Christian de Buenah SSW
7 or 8 leagues



Gough's island NNW to WSW
Distant 8 or 9 miles.

31. We got drifted off by the gales that
we gave up Christian and squared
in for Gough's island

June.

4.

Ran in under the bluffs near Castle rock, but a gale came on suddenly and drove us out to sea again.

13

Still flowing; ran past Castle rock again. The mate went ashore and got a quantity of fish.

The weather is improving. Hatteras it has been foggy all the time with little or no rain but now it rains frequently and the sun comes out between the squalls. It lightens sharply nights, but never thunders.

4th.

The harbor boat and our boat went in to Castle rock. After fishing a while we left the harbor boat and pulled round the rock intending to go to the Englishmen's place and see if they had seen any whales.

On the way we raised a right whale and fastened to him.

We made signals for the mate, but he was behind the rock. They saw us from the ship and sent the bow boat in, but we had been fast two hours and got the whale sporting thick before it arrived. The mate came up soon after.

Perice
6.5
Tried to cut in, but found
the swell too great.

The fluke chain started
a little after midnight and
the whale went to windward.
A long heavy gale of wind.
10th.

Still blowing; raised the
island again.
11th.

Unpleasant weather.
The harbor and bow boats
went in but were soon called
back again on account of the
rain.

12th.
Today the wind let go to take
a better hold and we had quite
a pleasant day for this place.

Three boats went in shore; L, W & B.
On the way from the south point
to Castle rock we met two boat
crews of Englishmen.

When these boats were going
round the south point they
met two whales and set up such
an ungodly yell to attract our
attention that they gallied them.

After that we saw another but
could not get on he was so irreg-
ular.

13
The other gale of wind with
rain.

14th
Still blooy. Pulled 12
miles in to the island and

five more along shore to
Castle rock. Raining and
blowy weather, We saw no
whales.

15.

Pulled in 10 miles to
Castle rock. Saw many
whales but very shy.

Thought we would get fast
one time, but the whale settled
just out of reach.

16.

Rainy and blowing
hard.

17

Rainy and blowing
harder.

18.

Rainy, but less wind.
This gale was from the south
and, in consequence, cold.

19

Still blowing went in
to Castle rock. It came on to
rain soon after we got in and
we passed five damp miserable
hours. Soon after we got aboard
it began to breeze on again.

We saw one whale today, but
galled. The English gally
the whales pulling over them

20

Blowing hard

21

Foggy and now and then
rainy; went in. We got fast to
a whale in the night just south
of Castle rock. He ran off

fact at first but we put 3
bombs into him the last of
which stopped him and we
went on and killed him.

But in the same night,
finishing at 11 the next fore-
noon. Lost the head.

23.

Blowing very hard. Over-
hauled the ~~Arctic~~ ~~Arctic~~ and found
it most played out.

The wind blew a gale
most all the time we were
striking out. We finished on
Saturday the 26th and
stowed down on the 28th
during a howling gale of wind.

90 The whale stowed down
90 bbls, 10 gals. A large whale
for a ball.

29th.

Went ashore again.

Had a bad day, rainy and
many wools. Had four
whales and twice come near
getting in. Breeze set in at
night and blew a gale.

30.

Northerly gale. The north-
erly gales usually bring rain.

1-2-3

Rainy and stormy, the wind
still hangs in the north.

Saw a very brilliant
meteor on the night of the 31st.

The Glories 4th.

Rainy and a gale of wind

July — 1869.
from the west. Raised the land

5-8-6

Very cold and a gale blowing from the south. Frequent squalls of hail. We haven't had any good weather since the solstice.

The stars are very bright and twinkling before the heavy gales.

7.

A quiet pleasant day. Made the land at evening and luffed to. It began to blow soon after.

8, 9, & 10.

Pleasant weather. Went in and saw many whales, but failed to get fast.

12.

Blowzy and rainy.

13.

Pleasant again. The boats went in again and the W3 got a whale close to Castle rock. But in the same night finishing at 10 AM the next day. On account of the high sea we had to cut the last part of him across deck.

We lost the head as before.

17

Stowed down 83 fbls and left about 14 on deck to cool.

July

20

Bow boat got a small whale of about 10 bbls. We cut in the same night.

21.

Three boats went ashore and galled some whales.

22.

Two boats went in LB & BB. The LB got a large whale.

We made him fast with a hawser and the port cable.

23

Moon full. Blew a gale with a heavy sea.

24.

Cut in in a storm of rain and sleet - plenty of wind.

Had bad weather to boil in. Stowed down on the

28

Stowed down 115 bbls.

29

Two boats went in for a short time, but a gale came on with heavy rain and they came aboard again.

15

mid: 7 two

at the bottom

light

August.

August came in with more variable weather than we have had hitherto. The gales were just as hard, but did not last so long. They were more frequent however and came on more suddenly.

We lowered twice during the first week, remaining half a day each time.

7th
The three boats struck. The mate's line parted, the 2^d mate's iron drum, and the 3^d mate's whale. Struck after he was turned up.

9th.
2^d mate got a whale. He began to sink and two boats tried to hold him up, but were obliged to let him go.

10th
Went ashore and saw many whales. Got nary.

12th.
Got ashore in the afternoon. Saw no whales. The hump backs are beginning to come now.

13 - 18
A heavy gale from the north. Carried away the main stay at the Van Horn post, the main topsail sheet and had the waste boat swept away by the sea.

August.

19-20

Got in to the island again
Saw a few whales.

When we got here to the
island we found a Bremen
brig which came here to load
guano and carry away what
skins and oil. The English have
ready.

21—

Boats went ashore.
Saw no whales, but brought
off 16 seals (fur)

22

Another gale.

23.

The boats got in about noon.
The 2d mate fastened to a whale
and got sunk.

24

Boats went in at day-
light, but the weather drove
them off about noon.

25.

2d mate got a large
cow which sunk.
Put on two anchors
and left her in 12 fath-
oms of water. The 1st mate got a
little bull and we cut
him in in the afternoon.

28.

Went in after the whale that
was anchored and cut him in the
same afternoon.

29-30

Yrying out. Boats went ashore,
but saw nothing.

September.

1st.

Left Gough's island
bound north.

5th.

Ran down past the
settlement on Christmas
Island. We are bound
to the N and W now.

Ayabo's.

16.

Loosed down the rail
fore and aft.

22.

Washed our bone.

24.

Raised a school
of sperm whales in L. at.

25th.

Heaving into the
NW lowered 4 boats.

The mate struck and very
carelessly got stove. Saved the
whale however, the other boats
being near. Out in the same
afternoon and evening.
It took eleven hours.

The whale turned up about
60 bbls.

29.

Stowed down our oil.

We are setting up
shooks now.

October.

1.

Raised the Brazilian coast. A low range of hills running along the coast and a much higher one in the distance beyond.

3

Ran in and anchored at Santa Cruz.

Lay at Santa Cruz getting water &c and having liberty. During our stay the barks Draco and Arctic came in and left.

The crew of the Draco had liberty with us. We lost several men by desertion, but shipped others in their places.

24.

Sunday. Left port today. On our way out passed and spoke the old Bark George bound in. She is two months out, clean.

November.

6th.

Just north of the river
Plate ground. Raised a
school of sperm whales and
the mate got one. Out in part
in the afternoon. At night
lashed down and out in
the rest in the morning.

94
Rolled off 94 bbls 15 gals.

1 am took 100 steps to 1003 w
3 wt. ~~N~~ KOMENI I I T
M H X.

11.

Examined the merchant
bark Frankby of and from
Glasgow bound to Valparaiso

12.

Stowed down most of the
oil.

13

Gale of wind and the
weather very cold.

14.

Lat. $37^{\circ} 55' S$.

15.

Stowed down what was
left over of the oil.

16.

Raised a right whale about
2 PM. The bow boat struck and so on
after the other boats. The whale ran
to windward spouting thin
blood and it was very late before
he was finally killed.

Ran a line to the ship while the
boats held him up and began to
haul in. The line parted injur-
ing one man as it went.

November.

Ran the other two lines and parted them ~~two~~ and the whale sack to the bottom in 45 fathoms.

20

Raised the land at Point St Elena.

22 -

Ran into the bay of St George this afternoon. Along the shore the land rises in bluffs and sand hills for the most part of a uniform height; beyond that the country appears to be level. We are in the southern part of the bay and not far from the altar of Espinosa.

23.

Three boats lowered and coasted along shore. The breakers were very high and extended far out. Came aboard about 12 M.

26

On the east coast just south of the bay heading S. Dawn a little after 2 A.M.

28.

Saw the land again on the starboard beam just aboard.

Barometer very low. Took in all but a close reefed main topsail for the night. Wind N. Course S.

No gale followed but soon blew itself out.

Lat. this noon $42^{\circ} - 38' S.$

November

30. 11

Being on the coast of Patagonia raised a whaler with her head yards aback, probably trying to raise a sunken whale. Boats after raised whales and the W³ got one. But in during the afternoon & evening Turned out to be very fat.

Lat. 49° 15' S.

December.

3d

Just finished boiling & raised another whale. Lowered 3 boats. The whale smelt the smoke & skeddaddled.

4.

Stowed down 100 bbls 24 gallons.

10

Lowered for whales early in the morning and got one. But in the same day.

LB

13.

Finished boiling

14

Stowed down 120 bbls of oil and left a large village.

17

Came on to blow heavily with hail about 3 1/2 PM. Called all hands and took in everything but the main spencer and fore topmast stay sail.

19.

Off the mouth of the Santa Cruz river in Lat. 50° 09' S. Lowered

100

120

for whales, but without success.

20th

Raised a lone whale at daylight going rapidly to windward.

21.

The longest day in the year in this hemisphere. Nearly nineteen hours long.

22.

Raises a cow and calf, just as it was coming on to blow late in the afternoon.

Struck both and set them spouting thick blood.

The calf died and the cow parted the line and ran to windward in her flurry.

The signal was set to cut from the calf.

23.

Flound the cow and cut her in. Loughed down at 11 feet two hours to let the seago down in order to take in the head. Finished just before sunrise.

24.

A merry old Christmas. A gale came on during the night butt end foremost, and the sea coming over soon put out the fire in the try works. Backed down and let her sweat. Took in all sail. Started the works again during the forenoon. Just before evening raised

December.

the carcase of the cow and ran for it, taking it for the lost calf.

27

Finished ~~boiling~~ early in the morning. Stopped down part of the oil after 4 P.M.

94.

Blowed down the remainder of the oil during the first part of the forenoon. 94 bbls 17 gals.

After 4 P.M. we picked up the little stinker calf and cut in during the fore part of the night finishing at 11 P.M. The cutting in took $1\frac{1}{2}$ hours. The oil will make perhaps 15 bbls.

29

Tried out the stinker during the day.

30

Dropped the bone belonging to the 94 bbl cow.

31.

Stowed down the stinker oil some; 12 bbls in the forenoon. Raised a whale towards night, but he straddled to windward like many others we have seen in this place.

1870.

S	M	T	W	T	F	S	S	M	T	W	T	F	S
JANUARY							FEBRUARY						
.	.	.	.	.	.	1	.	.	1	2	3	4	5
2	3	4	5	6	7	8	6	7	8	9	10	11	12
9	10	11	12	13	14	15	13	14	15	16	17	18	19
16	17	18	19	20	21	22	20	21	22	23	24	25	26
23	24	25	26	27	28	29	27	28	.	.	.	.	.
30	31	.	.	.	.	.	.	.	.	.	.	.	.
MARCH							APRIL						
.	.	1	2	3	4	5	.	.	.	.	.	1	2
6	7	8	9	10	11	12	3	4	5	6	7	8	9
13	14	15	16	17	18	19	10	11	12	13	14	15	16
20	21	22	23	24	25	26	17	18	19	20	21	22	23
27	28	29	30	31	.	.	24	25	26	27	28	29	30
.
MAY							JUNE						
1	2	3	4	5	6	7	.	.	.	1	2	3	4
8	9	10	11	12	13	14	5	6	7	8	9	10	11
15	16	17	18	19	20	21	12	13	14	15	16	17	18
22	23	24	25	26	27	28	19	20	21	22	23	24	25
29	30	31	.	.	.	.	26	27	28	29	30	.	.
.

0781

Declination of the Sun.

	JAN.	FEB.	MAR.	APR.	MAY	JUN.	
1	S 23-1	S 17-6	S 7-36	N 4-21	N 15-3	N 22-3	1
2	S 22-56	S 16-49	S 7-13	N 4-64	N 15-21	N 22-11	2
3	S 22-50	S 16-32	S 6-50	N 5-17	N 15-39	N 22-19	3
4	S 22-44	S 16-14	S 6-27	N 5-40	N 15-56	N 22-26	4
5	S 22-38	S 15-56	S 6-4	N 6-3	N 16-14	N 22-33	5
6	S 22-31	S 15-37	S 5-41	N 6-26	N 16-31	N 22-39	6
7	S 22-23	S 15-19	S 5-18	N 6-48	N 16-47	N 22-45	7
8	S 22-15	S 15-0	S 4-54	N 7-11	N 17-4	N 22-51	8
9	S 22-7	S 14-41	S 4-31	N 7-33	N 17-20	N 22-56	9
10	S 21-58	S 14-21	S 4-7	N 7-55	N 17-36	N 23-1	10
11	S 21-49	S 14-2	S 3-44	N 8-17	N 17-51	N 23-5	11
12	S 21-39	S 13-42	S 3-20	N 8-39	N 18-2	N 23-9	12
13	S 21-29	S 13-22	S 2-57	N 9-1	N 18-20	N 23-13	13
14	S 21-19	S 13-2	S 2-33	N 9-23	N 18-36	N 23-16	14
15	S 21-8	S 12-41	S 2-9	N 9-44	N 18-51	N 23-19	15
16	S 20-57	S 12-20	S 1-46	N 10-6	N 19-15	N 23-22	16
17	S 20-45	S 11-59	S 1-22	N 10-27	N 19-32	N 23-24	17
18	S 20-33	S 11-38	S 0-58	N 10-48	N 19-42	N 23-26	18
19	S 20-21	S 11-17	S 0-34	N 11-9	N 19-55	N 23-26	19
20	S 20-9	S 10-56	S 0-11	N 11-29	N 20-10	N 23-27	20
21	S 19-55	S 10-34	N 0-13	N 11-50	N 20-10	N 23-27	21
22	S 19-41	S 10-12	N 0-37	N 12-10	N 20-22	N 23-27	22
23	S 19-27	S 9-50	N 1-0	N 12-30	N 20-34	N 23-27	23
24	S 19-13	S 9-28	N 1-24	N 12-50	N 20-46	N 23-26	24
25	S 18-58	S 9-6	N 1-47	N 13-10	N 20-58	N 23-25	25
26	S 18-43	S 8-44	N 2-11	N 13-29	N 21-07	N 23-23	26
27	S 18-28	S 8-21	N 2-34	N 13-48	N 21-17	N 23-21	27
28	S 18-12	S 7-56	N 2-55	N 14-7	N 21-27	N 23-18	28
29	S 17-56		N 3-21	N 14-26	N 21-37	N 23-15	29
30	S 17-40		N 3-45	N 14-45	N 21-46	N 23-12	30
31	S 17-23		N 4-8		N 21-54		31

Equation of Time.

	JAN.	FEB.	MAR.	APR.	MAY.	JUN.	
1	A 3-51	A 13-54	A 12-37	A 3-59	S 3-3	S 2-35	1
2	A 4-19	A 14-1	A 12-24	A 3-41	S 3-10	S 2-26	2
3	A 4-47	A 14-8	A 12-12	A 3-23	S 3-17	S 2-16	3
4	A 5-15	A 14-14	A 11-58	A 3-5	S 3-24	S 2-6	4
5	A 5-42	A 14-19	A 11-45	A 2-47	S 3-29	S 1-56	5
6	A 6-8	A 14-23	A 11-31	A 2-30	S 3-36	S 1-45	6
7	A 6-34	A 14-26	A 11-16	A 2-12	S 3-39	S 1-35	7
8	A 7-0	A 14-29	A 11-2	A 1-55	S 3-43	S 1-23	8
9	A 7-25	A 14-31	A 10-46	A 1-38	S 3-47	S 1-12	9
10	A 7-50	A 14-32	A 10-31	A 1-22	S 3-49	S 1-0	10
11	A 8-14	A 14-32	A 10-15	A 1-5	S 3-52	S 0-48	11
12	A 8-37	A 14-32	A 9-59	A 0-49	S 3-53	S 0-36	12
13	A 9-0	A 14-31	A 9-43	A 0-34	S 3-54	S 0-24	13
14	A 9-22	A 14-29	A 9-26	A 0-18	S 3-55	S 0-11	14
15	A 9-44	A 14-26	A 9-9	A 0-2	S 3-55	A 0-2	15
16	A 10-5	A 14-23	A 8-52	S 0-12	S 3-54	A 0-14	16
17	A 10-25	A 14-18	A 8-34	S 0-26	S 3-53	A 0-27	17
18	A 10-45	A 14-14	A 8-17	S 0-40	S 3-52	A 0-40	18
19	A 11-2	A 14-8	A 7-59	S 0-54	S 3-49	A 0-53	19
20	A 11-21	A 14-2	A 7-41	S 1-7	S 3-47	A 1-6	20
21	A 11-38	A 13-56	A 7-23	S 1-20	S 3-43	A 1-19	21
22	A 11-55	A 13-47	A 7-4	S 1-32	S 3-40	A 1-32	22
23	A 12-10	A 13-39	A 6-46	S 1-44	S 3-38	A 1-45	23
24	A 12-25	A 13-30	A 6-27	S 1-56	S 3-31	A 1-57	24
25	A 12-39	A 13-20	A 6-9	S 2-7	S 3-25	A 2-10	25
26	A 12-52	A 13-10	A 5-50	S 2-17	S 3-19	A 2-23	26
27	A 13-4	A 13-0	A 5-32	S 2-28	S 3-13	A 2-35	27
28	A 13-16	A 12-48	A 5-13	S 2-37	S 3-6	A 2-47	28
29	A 13-27		A 4-54	S 2-46	S 2-59	A 3-0	29
30	A 13-36		A 4-36	S 2-55	S 2-51	A 3-11	30
31	A 13-45		A 4-17	S 3-0	S 2-43		31

1870.

January.

1. Lowered for whales in the afternoon, but they ~~needed~~ ^{needed} as usual.

3. A heavy gale from the SW of thirty eight hours duration.

6. Arrived off the mouth of Maghelaan straits about noon. A heavy gale set in from the W. Ran off for an offing under a close reefed main top sail until about 4.30 PM and then hove to on the port tack.

8. Gale ended. Made the land near Cape Fairweather, the mouth of the river Gallegos being just to the south.

9. Got a 65 blt whale and cut in during the day.

10. Lowered again. The mate got fast and loose again. The first iron cut the short warp.

WB. got a large whale which we cut during the afternoon and evening, finishing about 11.30. P.M. ~~Hill~~

14. Cooled down about 6 P.M. Saw a sail towards dark. We have

.0581

575000E

had very good weather to try out in, very warm with light winds and dead calms.

15.

Began to stow down and ran part of ~~the~~ oil, but raised a whale and the waiste boat got him. A large bull went in all night.

16

Another blow.

(134)

17

Stowed down in the other watch early in the morning. The two whales stowed down 134 lbs logs. When we came on deck at 7 AM we started the works. This evening I saw a small sun dog.

18.

Saw the mirage more distinctly than usual. It looked like very high land with vast herds of cattle in motion on its summit. We see the mirage frequently in this place.

Boiled down early this morning and it began to blow soon after.

(93)

20.

Stowed down 93 lbs during the forenoon.

21

Scraped two heads of bone.

22

Scraped the last head of bone
In the afternoon layed off the deck

25.

Wear the mouth of Maghaelan
straits again. Had light winds &
lead calms all day with rain squalls
accompanied with thunder passing
over from every direction. At night
took in every thing but the main
spenser and fore topmast staysail.

26

Squally like yesterday
but the wind steady from the
north. Off Queen Catharine's
foreland, passed a Dutch
barque bound round the cape.

Ran down past the coast
of Terra del Bueno all day.

27.

Raised a small whale
and the waiste boat got him.

Tē mētē poru āporua pēvy oia
I wev' it is nāh. But in the
same day.

28.

Breezed on towards night
and we took in sail. We have
been running off all day toward
the north.

29.

Cooled down tonight.

4+ 5# bbs and some odd gallons.
A gale of wind blowing.

30

Trunday. S ab still blowing.
Mat sturd down and ran down the cable.

February.

1
Went off over a covered
pys.

2
The mate got a small
whale, but fat.

3
Chased whales all day
The waste boat got fast to a large
one late in the afternoon. It came
on foggy and signals were made
to bring the boat aboard. The bow
boat came. In the mean
time it began to blow and rain
and it was some time before the other
boats were found.

4
The bow boat got a large whale.
Made him fast on the port side and
took in all sail.

5
Blowing heavily got up the port
cable and made fast to the whale

6
Finished hoiking. Out in
during the afternoon

7
Towed down during the
forenoon. (after hoid)

10 & 11
Towed down 182 bbls of oil
Partly forward and partly in the
after hold

Forward 182, 120, 171, 186, 107, 209, 186, 123
99, 130, 123, 230, 205, 118, 370, 144, 310
Aft - 296, 249, 121, 152, 102, 167, 203, 139, 105, 10

12.

Loosed off decks. During a windy squall a whale came close to the ship.

13

Saw whales and lowered early in the morning, but got nothing.

18.

Started north, bound it is said for new bay.

21.

Lat. $45^{\circ}40'S$. West on our way.

The weather is perceptibly warmer now that we have made way towards the ice.

Right Ascension of the Sun.						Lat. by the Pole Star.			
						Subtractive.	Correc- tion.	Additive.	
JAN FEB MAR APR. MAY JUN.						1.04	1.04	1.30	13.4 13-44
1	18.46	20.58	22.48	0.42	2.33	4.36	1.09	0.59	1.30 12-59 13-9
2	18.50	21.2	22.52	0.46	2.37	4.40	1.19	0.49	1.30 12-49 13-19
3	18.55	21.6	22.56	0.49	2.41	4.44	1.29	0.39	1.29 12-39 13-29
4	18.59	21.10	23.0	0.53	2.45	4.48	1.39	0.29	1.29 12-29 13-39
5	19.4	21.14	23.3	0.57	2.48	4.52	1.49	0.19	1.28 12.19 13-49
6	19.8	21.19	23.6	1.0	2.52	4.56	1.59	0.09	1.27 12.9 13-59
7	19.12	21.23	23.11	1.4	2.56	5.1	2-9	23-59	1-26 11-59 14-9
8	19.17	21.27	23.14	1.7	3.0	5.5	2-19	23-49	1-25 11-49 14-19
9	19.21	21.30	23.18	1.11	3.4	5.9	2-29	23-39	1-24 11-39 14-29
10	19.25	21.34	23.22	1.15	3.8	5.13	2-39	23-29	1-22 11-29 14-39
11	19.30	21.38	23.25	1.18	3.12	5.17	2-49	23-19	1-21 11-19 14-49
12	19.34	21.42	23.29	1.22	3.16	5.21	2-59	23-9	1-19 11-9 14-59
13	19.38	21.46	23.33	1.26	3.20	5.25	3-9	22-59	1-17 10-59 15-9
14	19.43	21.50	23.36	1.30	3.24	5.29	3-19	22-49	1-15 10-49 15-19
15	19.47	21.54	23.40	1.33	3.27	5.34	3-29	22-39	1-13 10-39 15-29
16	19.51	21.58	23.44	1.37	3.31	5.38	3-39	22-29	1-10 10-29 15-39
17	19.56	22.2	23.47	1.41	3.35	5.42	3-49	22-19	1-8 10-19 15-49
18	20.0	22.6	23.51	1.44	3.39	5.46	3-59	22-9	1-5 10-9 15-59
19	20.4	22.10	23.55	1.48	3.43	5.50	4-9	21-59	1-2 9-59 16-9
20	20.8	22.13	23.58	1.52	3.47	5.54	4-19	21-49	69 9-49 16-19
21	20.13	22.17	0.2	1.55	3.51	5.59	4-29	21-39	56 9-39 16-29
22	20.17	22.21	0.6	1.59	3.55	6.3	4-39	21-29	53 9-29 16-39
23	20.21	22.25	0.9	2.3	3.59	6.7	4-49	21-19	50 9-19 16-49
24	20.26	22.29	0.13	2.7	4.3	6.11	4-59	21-9	47 9-9 16-59
25	20.29	22.32	0.17	2.10	4.7	6.15	5-9	20-59	43 8-59 17-9
26	20.34	22.36	0.20	2.14	4.11	6.19	5-19	20-49	40 8-49 17-19
27	20.38	22.40	0.24	2.18	4.15	6.24	5-29	20-39	36 8-39 17-29
28	20.42	22.44	0.27	2.22	4.20	6.28	5-39	20-29	33 8-29 17-39
29	20.46	22.46	0.31	2.26	4.24	6.33	5-49	20-19	29 8-19 17-49
30	20.50		0.35	2.29	4.28	6.36	5-59	20-9	25 8-9 17-59
31	20.54		0.38		4.32		6-9	19-59	21 7-59 18-9
							6-19	19-49	18 7-49 18-19
							6-29	19-39	14 7-39 18-29
							6-39	19-29	10 7-29 18-39
							6-49	19-19	6 7-19 18-49
							6-59	19-9	2 7-9 18-59
							7-4	19-4	0 7-4 19-4

22.

Lat. $43^{\circ} 56' S$ - The wind began to haul ahead after dark. We probably passed New Bay tonight.

24

Since the 22d we have had a touch of the river Plate weather. Plenty of rain, wind, thunder, and lightning. It has now cleared again and the wind is out SW. It has been ahead for the last day or two and has forced us some way to the East.

26.

A warm sunny day with a light wind from the W. In the afternoon caught a sun fish. Sun fish have no tail, but the after part of their bodies taper down and end like the sharp part of a wedge. Lat $39^{\circ} 42' S$.

27

Gunned the Balena of Hog Harbor. She lost seven of her crew who were drowned in the surf at Cristan d'Ascunha while trying to get off a raft of water.

They are going to cruise for sperm whales to the east of the Falkland Isles and expect to be home some time in July.

28.

Warm and sunny with the wind light at SE by E. Lat. $38^{\circ} 40' S$.

March.

3
Sat. $37^{\circ} - 15' S.$ Making
good head way under the influ-
ence of a brisk northerly breeze,
against a strong current.

4
Friday - Lat. $35^{\circ} - 23' S.$

6
Monday - Very warm and
almost a dead calm. All hands
on deck washing bone.

8
Finished washing the bone
during the forenoon.

9.
Unloaded all the bone.
Towards night saw a french
emigrant bark (iron).

10
Loosed off the sail, masts
&c - Saw many merchantmen.
Very vivid lightening tonight.
At 4 pm Lat 32° about, Lon. $49^{\circ} W$ - ?

11 - 18
At work in the rigging.
Setting up, tarring, overhauling
blocks &c.

19.
Raised the land in the after-
noon at a long distance.

20 (Sunday)
Sun crosses the line. Almost
a dead calm. Got up the cables and
got the anchors off the bows before break-
fast. We were going to run into the
bit of Santa Cruz during the fore part
of the evening but as it was dark

Senex made a fizzle of it and not
daring to run in, anchored for
the night a long way outside.

The island Arvooreda lies
in Lat. $27^{\circ}17'S$; Lon. $48^{\circ}29'W$; while
the east point of St Catharines
lies in $27^{\circ}26'S$, $48^{\circ}29'W$.

21

Hove up and made sail.
Had light shifting winds and a
head tide with now and then heavy
showers of rain. About noon
the tide turned and we got a fresh
breeze from the west and soon got
up to the anchorage. We anchored
in the place occupied by the
Draco last season. There is said
to be considerable sickness here
now.

22.

Washed the outside of the
ship and sent a raft of rice
casks ashore.

23.

Cleaned out between deck
filled a raft, and hoisted it
aboard. About 100 bbls.

24

The S. R. Tucker came
in today

28

Left port bound home

Home Passage.

29, 30, 31.

Plenty of wind and for the most part fair. We are making longitude.

April.

1. (Friday)

Heading E, Port tacks aboard. Double reefed in the evening.

2. (Sunday).

Got a small sperm whale (W3) towards night.

4.

Out in during the forenoon. Saw whales, but were too busy to lower.

Lat 26. Lon. 40-42.W

5.

Broke the machine last evening and had to mince by hand. It finished boiling this forenoon. The afternoon squally but the wind fair.

Course E, N E. The wind has been ahead since the first of the month, but this noon it hauled aft.

9

Stowed down the oil in the after hold and layd off the sail. The wind hauled towards evening and now is steady at SE, probably the trades.

April 10 Sunday.

Lat. $24^{\circ} 20' S$

Lon. $32^{\circ} 11' W$.

Distance in a straight line of St. Bath. 841 m.

" " " " " " N.B. 4536 "

" sailed since last Sunday 473 "

The trades are freshening all the time and the old ship is putting her best foot forward

Overcast and frequent squalls of rain. The wind acts strangely, dying out and hauling this way and that.

The Atlantic trades are getting to be of little use.

12

Latitude $21^{\circ} 04' S$.

A few rain squalls, but the weather getting to be more settled; the wind still unsteady.

13

Lat $20^{\circ} 05' S$

14

Lat. $17^{\circ} 50' S$

15

Lat $16^{\circ} 26' S$ Lon. $32^{\circ} 15' W$.

16

Very moderate winds for the last few days. Rattling down the fore rigging. In the forenoon crossed the fore & main royal yards and set the sails.

April 17 (Sunday)

Lat. $12^{\circ}50'S$; Lon. $31^{\circ}29'W$.

Dis. sailed since last Sunday 676 m.

Plenty of wind and everything drawing.

Lat. $8^{\circ}49'S$ - Course NNE

Lon. (by logarithms) $30^{\circ}30'W$ -

Distance = 250(?)

19.

Lat. $7^{\circ}17'S$ - Passed Pernambuco this morning. This evening, being far enough to the north to go clear of the St. Roque banks, we kept off NNW which gives a true course of NW by N made good. Variation $6\frac{1}{2}^{\circ}W$.

20.

Lat. $8^{\circ}27'S$. Lon. $33^{\circ}39'W$.

Light trades and squalls of rain. Temperature very hot. Began to paint the after yards.

21.

A regular tropical rain storm prevented the observation of the sun's meridian altitude

22

Lost the south east trades this morning. In the evening got the wind NE ; probably the NE trades. The wind has been E most of the day and we have had many squalls of rain.

Got no observations, but I think we must have crossed the line this afternoon.

23, 24, 25.

Our NE tracks turned out
a fizzle at first we got the veritab
ones on the 25.

26

Sat. $4^{\circ}12'N$. Lon $44^{\circ}W$.
Saw the north star last night

27

Sat. $6^{\circ}56'N$ $45^{\circ}15'W$

28

Sat. $9^{\circ}30'N$

29

Sat $13^{\circ}26'N$; $51^{\circ}07'W$

May.

1 (Sunday)

$17^{\circ}-50'N$

Lost the tracter and took a strong SE wind accompanied by rain and thunder. Saw gulf weed today.

2

$20^{\circ}-25'N$ $56^{\circ}-56'W$.

Distance from New Bedford 1441 miles.

3

$22^{\circ}-44'N$; $38^{\circ}-40'W$.

4

$24^{\circ}-10'N$; $39^{\circ}-40'W$.

Distance of N.B. 1239 m

5.

$25^{\circ}-55'N$; $60^{\circ}-52'W$.

Distance 175 miles

Distance of N. Bedford 1064 m

Painting has been a long tedious job, but it is at last through with.

6.

A clear calm all day long.

7

A very light breeze from the S.S.E.

8. (Sunday)

$28^{\circ}-10'N$.

Wind still light, but stronger than yesterday. Got no longitude

9th.

$20^{\circ}-22'N$; $68^{\circ}-01'W$ —

Distance of New Bedford 752 m
Wind S.S.W. and plenty of it.

10.

Last night it came on to blow and finally increased to a moderate gale and forced us to take in the light sails. The wind being well aft we were enabled to hold on to the whole topsails and courses. Towards morning it began to die out till noon when it was a dead calm.

In the afternoon a breeze sprung up from the west, but so faint as to be hardly perceptible.

Position; $32^{\circ}-46'N$, $64^{\circ}-08'W$.

Dist. of New Bedford 692.8 miles
11

It remained calm all day, but at night it began to breeze on and by morning we had half a gale of wind.

12

Took in the royals. It blew half a gale, but right aft, and the rain came in squalls with thunder and very sharp lightning.

Cloudy all day and we got no observations. Saw an outward bound whaler this afternoon.

May.

13.

A fair wind during the forenoon; in the afternoon a NW flow came on suddenly taking us aback while running before a good breeze. The weather looked very threatening with squalls all round and a water spout on the starboard quarter. We had to double reef, but turned out the reefs again during the evening watch.

14

On the wind all day; during the forenoon heading W; after that N. More rounded at noon. 37° N; $68-54'$ W; 275 miles distant from Gay Head. Variation one degree west.

The water was very warm this evening and we were probably in the edge of the gulf stream. Squally weather all day and the wind unsettled. During the afternoon we saw one sulphur bottom and two water spouts.

We have not seen any gulf weed at all near the gulf stream. The last we saw was our or five degrees from it. We saw vast beds of it in lat. 20° N. I lost sight of the southern cross just south of Bermuda.

May. 15.

Calmish in the morning, but the wind increasing as the day advanced.

$38^{\circ}-12'N$; $68^{\circ}-06'W$.

Got across the gulf stream this afternoon. We have got a ten knot breeze and head our course with a point or two to spare. The Contest has got the bone in her teeth once more.

16.

A brisk breeze all day.

At noon $40^{\circ}-12'N$; at 4 pm $40^{\circ}-32'$ $70^{\circ}-54'W$. We ran our longitude out sooner than we expected.

During the forenoon we sent down the cutting pendants and threw the trycocks overboard. In the afternoon we got up the cables and bent on to the anchors and got the latter off of the bows. At sunset the wind began to freshen. It is SW. The water is green and the sea very smooth.

17.

The wind came NE during the night and blew heavy. Made our landfall near Point Judith about 12 o'clock.

In the morning we had speech with a new port pilot and during the afternoon the New Bedford pilot came aboard off the mouth of Waquoit river.

Oct. 3, 1874

The

Very astonishing and surprising, also
astounding; but, nevertheless, true;
Account of the adventures of the
crew of the schooner Holy Terror
in the Land of the Wuggerboofoo.
Written by the Chaplain.

They sailed away in a schooner, you know;
In a schooner they sailed away;
And her name it was the Holy Terror;
And a prettier craft you never saw
Upon a summer day.

And when they sailed from Edushnet town
The folks all said "You are bound to drown!"
But they answered them "Our craft is small:
But we don't care for that - we don't care at all.
We're bound to go far away.

To the land far off in the tropical sea,
To the land of the Wuggerboofoo.
Their faces are brown, and their fingers are black,
And they're tattooed with green in the small of the back;
And their noses and eye brows are blue".

* * * * *

They sailed away in a schooner, you see;
And the schooner she sailed very fast;
For the white foam was dancing along the sea rail;
And they trimmed aft the sheet of each bellying sail;
And straining were spar, stay, and mast.
And every one said when they saw them go by,
They'll wish themselves back, if they don't, say I lie!
For the weather looks bad, and the voyage isn't short;
And in a typhoon they are bound to be caught,
And go to the bottom at last.

* * * * *

The wind it did blow from the west-nor-west.
With a long and flowing sea.

And they kept her a-going and crowded on sail,
Till the cat head went under, as well as the sail

In the whit foam right under her lee.

And they set their sea watch for the rest of the night;
And each of them said - "I guess it's all right;
For altho' the voyage is going to be long,
That don't make it risky, nor rash, nor wrong.

And a tough hardy set are we.

* * * * *

And for many days they sailed away:

And whenever the sun did set,

They whistled and shouted a merry tune;

To the lively sound of a tin spittoon,

And an ebony clarionet.

"O hurrah for the Isles of the Wuggerboofoo!

And the fair Senoretas all waiting for you!

We'll walk with them neath the coconut shade

In the land where the olives and figs are all made:

Amongst the golden flowers and silver trees;

And we'll turn in our toes till we sprain both our knees

As we play on the sounding swine tt"

* * * * *

And they sailed to the Tropical Seas, so they did:

To a land where the water is green.

And they brought home some mud with a savoury smell

And a ton of fine gold in a peanut shell.

A beautiful sight to be seen.

And they brought some snakes and some green jackdaws;
and a great balloon with red and black paws;
and a great sea-serpent some two feet thick;
and five thousand bottles of 'kill me quick',
Which they stole from the cannibal Queen.

* * * * *

And every one said ^{they} how tall they have grown,
since they went to the isles of the "Terrible zone,
And the country where noses are blue".
Then they went ashore they had a big feast,
of tee-jies boiled out in soap suds and yeast.
And the old codgers said "If we live till next May
We too will get ready, and sail right away
To the land of the Wiggerboofoo."

Rev. Ah-Chung.

THE PARSON'S NARRATIVE.

They sailed away in a schooner, you know :

In a schooner they left the bay ;
And her name it was the HOLY TER-ROR,
And a prettier craft you never saw
Upon a summer day.

And when they left Acushnet town
The people all said— "You are bound to drown!,,
But they answered them— "Our craft is small,
But we do'nt care for that— we do'nt care at all;
We are bound to go far away.

To a land far away in the tropical sea.
To the land of the WUGGER-BOO-FOO.
Their faces are brown, and their finger nails, black ;
And they're tattooed with green in the small of the back:
And their noses and eye brows are blue,,

They sailed away in a schooner, you see !
And the schooner did sail very fast;
For the white foam was dancing along the lea rail,
As they hauled aft the sheet of each bellying sail ;
And straining were spar, stay, and mast.
And the old codgers cried as they saw them go by—
"You'll wish yourself back! If you do'nt, say I lie !
For the weather looks bad, and the voyiage is'nt short:
And in a typhoon you are bound to get caught
And go to the bottom at last,,

The wind it did blow from the West-Nor-West,
With a long and flowing sea
And they kept her a-going and crowded on sail
Till the Cat head went under as well as the Rail
In the white water under her lea.
And they set their sea watch for the rest of the night:
And they said to each other— "I guess it's all right;
For, altho' the voyiage is going to be long,
That do'nt make it risky, nor rash, nor wrong:
And a tough hardy set are we."

* * * *

And for many days they sailed away:

And whenever the sun did set,
They whistled and shouted a merry tune
To the lively sound of a tin spittoon
And an ebony clarionet.

"O Hurrah for the land of the WUGGER-BOO-FOO !
And the fair Senoritas all waiting for you!
We'll walk with them neath the coconut shade
In the land where the olives and figs are all made ;
Mongst the orange and lemon and bread fruit trees ;
And we'll turn in our toes till we sprain both our knees,
As we play on the sounding Swinett.,,

* * * *

And they sailed to the tropical sea, so they did !
To a land where the water is green.
And they brought home some mud with a savoury smell
And a ton of fine gold in a peanut shell;
A beautiful sight to be seen !
And they brought some snakes and some white jackdaws,
And a yellow baboon with red and pink paws;
And a great sea serpent some two feet thick ;
And five thousand bottles of 'kill me quick,
Which they stole from the Cannibal Queen.
And every one said— "How tall they have grown
Since they went to the isles of the Terrible Zone
And the country where noses are blue!,,
And when they went ashore they had a big feast,
Of Teejees boiled out in soap suds and yeast.
And the old codgers said—"If we live till next May,
We too will get ready and sail right away
For the land of the WUGGER-BOO-FOO.,,

Voyage in the schooner
Minnehaha to Pt. Cabello and
Yurk's Island.
April and May, 1876.

Mar. 24th.
Took possession of the vessel in
New York.

25th
Chartered to go to the Spanish
maine.

27th
Towed down to Pier 4 E.R.
April.

7th.
Towed out to sea and headed
off S.E. Sea very rough. I snapped the
fore gaff short off during the 2d dog watch.

April 1876

20th

At night, passed through the Mona passage, between Puerto Rico and Cayti. Very dark and raining.

23d.

Passed between the islands Las Roques and Aves de Barbovento

24th.

Entered the harbor of Puerto Cabello, Carabobo, Venezuela.

May.

9th.

Cleared from Puerto Cabello for Grand Key, Turk Island group. Left port about four in the afternoon.

10th

Beating up towards Blanquilla

11th

Passed just to the west of Orchilla and headed towards the Mona passage. Had a squall during the fore part of the night and took in the foresail.

15th.

Entered the Mona passage at daylight.

May 1876.

^{17th.}
Arrived at Grand Turk in
the afternoon.

^{18th.}
Went to Cockburn harbor in
East Caicos. The Caicos islands
are on the west side of the Turk
passage and form one colony with
the Turk's island group.

^{19th.}
Took out the ballast
and made the platform for salt.

^{20th.}
Painted the vessel outside.

^{22d and 23d.}
Took in 5860 bushels of salt
and got two hundred gallons of water.

^{24th.}
Cleared and started for New York
Passed Grand Turk light at 9 P.M.

^{28th.}
Lost the trade wind in a
southerly squall (Lat. 30 N) struck
the outer edge of the Gulf stream.

^{29th.}
Caught a north easter and
double reefed the mainsail. Lat. 32.
Still in the stream.

May, 1876.

31st

Wind died out suddenly and then came again. Sea fearful.

Split the foresail and parted the main lift. Took in all sail — Sea swept the deck and the stove was washed out of the galley and two water casks fetched away, one of which was stovered. When the wind came again set the storm trysail, after which she lay easier.

June

1st.

More moderate. At 4 AM got soundings S.E. of Cape Year.

Wore round at daylight and set the double reefed mainsail and three head sails. Wind backed to North. More moderate with a smooth sea.

At night wind went down, hauled round with the sun and died out. Took in the mainsail and had it calm all night.

2^d.

Set the mainsail at daylight wind W. and very light. Hauled W. N. W. wore round and stood N.E. by N. Began to blow at dark. Double reefed mainsail and took in flying jib and jib topsail.

June 1876.

3d
Off Cape Hatteras in the morning. About 4 A.M. the squalls began to come over. Very heavy rain, with the sharpest kind of lightning and thunder. The wind varying from S to W. and the sea part of the time fearfully high and part of the time cut into spoon drift. Wore several times in order to keep her head off shore. Squalls began to lessen about 9 A.M. and before noon the sun came out. Wind S.W. moderate during the afternoon. Passed Bodys island late in the afternoon.

The temperature of the water in the Gulf Stream has been 80° , and on soundings off Bodys island 71° .

Ran out of the Stream about 4 P.M.

4th.
S.W. wind light. Passed Cape Henry, well off shore, just before noon and came in among the Chesapeake fleet. At night came on to thunder, rain and blow. Had great trouble in reefing the mainsail. Rained heavily all night with little or no wind. Parted both main lifts, but managed to haul the boom onto the house and secure it.

June 1876.

5th
Wind N.E. Repaired the
lifts and set the sail, but it soon
came calm and had to take it in
again. In the afternoon set it
again whole and stood in shore
with a light wind from N, which
soon left us and we took it in
again. Sun set clear and the clouds
cleared away. Made sail at dark
with a S.E. wind. Held it three
hours and then took in sail again.
Raised Fenwick Island light at 10 P.M.

6th
Made sail in the morning
with a light wind from the N. which
soon died away. In the afternoon
got a little breeze from N.W. which
lasted till after sunset. At dark
raised Cape May light and the
Five Yathom bank light vessel off
the mouth of the Delaware.
Lay all night in a calm.

7th
Dead calm all the forenoon.
At noon a faint wind sprang up
and steadily freshened till at sunset
we had an eight knot breeze.
Passed Absecon at 10 P.M. and
Little Egg Harbor at 11:30 P.M.
Wind S, working westerly.

June 1876

8th

Wind strong at S.S.W.

Passed Barnegat at 4 AM and closed in with the beach.

Schr. Minnehaha
From New York Towards Pernambuco

Aug. 14. Left the wharf about 3 PM.
Yowed as far as Red Hook and went out with a light west wind. Passed the steamer boat just after dark.

Aug. 15 Lat. $39^{\circ}36'40''$ N. Lon. $72^{\circ}21'15''$ W.
Had a good westerly breeze and entered the Gulf Stream about 4 PM.

Aug. 16. Lat. $38^{\circ}22'30''$ N. Lon. $68^{\circ}54'15''$ W.
Wind N.E. and almost calm. Rolling and slatting.

Aug. 17. Lat. $37^{\circ}14'42''$ N. Lon. $67^{\circ}03'05''$ W.
Wind N.E. with rain squalls. Saw a water spout in the afternoon.

Aug. 18. Cloudy. Calm all last night. Took in the mainsail to prevent slatting. Calm all day. At night took in all sail and rolled fearfully. Lost one spreader from the main cross trees which was slat overboard during the night.

Aug. 19. A N.E. rain storm. Lowered mainsail at night. Rolled badly. A heavy S.E. gale with rain came on toward morning.

Aug. 20. Lat. $38^{\circ}14'$ N. Lon. $64^{\circ}07'30''$ W.
Heavy sea and calm. Slat badly all day. Lowered the mainsail at night. Violent northerly gale with heavy rain came on

August. 1876

at midnight

Aug. 21. Lat. $38^{\circ}34'N$ Lon. $62^{\circ}01'15''W$
Sailed all forenoon under whole foresail, ~~fib~~, and part
of the mainsail. In the afternoon took in the
mainsail and bent the storm trysail onto the
boom ready to heave to in case we should have to
died away calm with a heavy sea. Flat and rolled
fearfully all night.

Aug. 22. N.W. wind sprung up in
the morning and blew light all day. Towards night
passed out of the gulf stream in Lat. $37^{\circ}20'N$
Lon. $60^{\circ}30'30''W$. Got a fresh westerly breeze in the
2d. dog watch. Unbent trysail and set all sail
except maintopsail. The sea smooth and regular
for the first time since leaving New York.

Aug. 23. Lat. $35^{\circ}36'37''N$ Lon. $59^{\circ}06'W$.
Wind light all day and sea smooth. Began to
make a spreader to replace the one lost. In the
afternoon lowered the foresail and spliced a
hemp strap round the boom and seized in
a thimble at the clew ring to hold down the
clew of the sail. Calm all night with dark
clouds and the sea troubled.

Aug. 24. Raining all day with a head
wind. At night strong S.E. squalls with heavy
rain and lightning.

Aug. 25. Lat. $33^{\circ}52'N$ Lon. $57^{\circ}26'W$.
Calm and rainy in the morning. Flat and
rolled badly. Cleared off during the forenoon.
Wind E, light. Wind freshened in the
afternoon. Single reefed mainsail at night.
Began to meet a S.E. swell.

Aug. 26. Blowing hard from the
E.S.E. Took in foresail and hove to under storm
trysail. Trysail blew out of bolt ropes.
Blowing a very heavy gale with rain and
spoon drift. Head of foretopmast carried
away. Vessel quite easy under bare poles.

New York to Pernambuco

August 1876.

ally washed away and chain cables washed to
ward. Saved the stove and hauled the chain back.
At night the boat was washed off of the davies.
towed her some time till the ship parted.

Aug. 27. During the night the gale ran
down and the sea flattened very fast. The wind
hauled round to west with a very low barometer
and soon blew as hard as ever. Coal all washed
overboard during the night.

Aug. 28. Gale dying gradually and
the sea running down. At 4 P.M. set single reefed
foresail, wore round, and ran S.E. by E. & E before the
sea, making very good weather of it. Set the
stove up in the cabin and had a warm supper.
Heavy dew at night.

Aug. 29. Moderate S.W. wind and
smooth sea with a long old swell from N.W.
Dried many garments in the sun. In the
afternoon lowered down the mainsail, put
on some patches, and put some points into
the second reef. Calm at night and slatting
furiously. Lat. by Polaris $32^{\circ}19'N$. Lon. by
Antares. $53^{\circ}28'W$.

Aug. 30. Lat. $32^{\circ}06'N$ - Lon. $53^{\circ}41'45'W$
Wind S.W. quite brisk with occasional rain
squalls. Put up the spreader in the main
cross trees and set up the starboard topmast
backstay. Sighted a barkentine at a
distance with her main topmast gone.
Wind more moderate in the night.

Aug. 31. Lat. $31^{\circ}08'N$ Lon. $54^{\circ}46'22'W$.
Wind S.W. and moderate. Sea very smooth
old N.W. swell still perceptible. Rove the
fore topsail halliards and seized the upper block
to the broken place on the topmast head.
Put up the fresh water stay and made all
sail. Died away calm at sunset. (Note During the
cyclone Aug 27 & 28 the whole figure head was torn from the stem
and the head boards broken by the sea)

September 1867

Sept. 1. Lat. $31^{\circ}15'43''$ Lon. $50^{\circ}27'16''$ W
Wind SE, dead ahead and the sea troubled

Sept. 2. Lat. $30^{\circ}53'47''$ Lon. $48^{\circ}51''$ W
Wind same as yesterday only lighter and the swell long and lazy. Had much lightning last night. Cut the iron ring from the upper fore sheet block and put a shackle in its place. Made chafing mats for the horns of the cross trees.

Sept. 3. Sunday.

Lat. $30^{\circ}53'41''$ Lon. $47^{\circ}37'30''$
Wind SE, very light, and the sky full of trade wind clouds. Saw a small schooner, far to windward, bound our way. Also a full rigged brig bound to the west. Tacked at sunset and stood S. Rain squalls during the night.

Sept. 4.

Wind S.E., very light. The foresail being so lofty as to bring the gaff in contact with the spring stay, we today lowered it down and took off some from the foot. We cut off about two feet on the luff and nearly four on the leech, finished and set the sail just after dark. Saw grampuses during the night.

Sept. 5. Lat. $31^{\circ}09'45''$ Lon. $45^{\circ}54'30''$

Wind S.E., dead ahead, but stronger than yesterday. At sundown tacked and headed S by W. Variation 2 points West.

Sept. 6. Lat. $30^{\circ}15'$ Lon. $46^{\circ}02'$

Wind SE by E. — Wind light and a very high sea. Noticed a current setting to windward all day. The wind all this week has been one or two points more to the east in the night than during the day.

New York to Pernambuco

Sept. 7. 1876

Lat. $28^{\circ}-56'-11''$ — Lon. $45^{\circ}-50'-25''$ W

Kind fresh from E. by S. Sea high and short
coming from the S. E. Many rain squalls
on the horizon a few of which pass over.
At night the wind worked round towards
the E. N. E. and the rain squalls began to
come over with rain, wind, and calms
mixed; the sky a continued blaze of heat
lightning most of the night. Shaped the
port main swifter the whole length, almost
stranded, by the main peak jig, and
slat many ratlines away from the seizings
and beat them to, running against the sheaves

Sept. 8. Lat. $27^{\circ}43'85''$ - Lon. $45^{\circ}14'23''$

Sept. 8. Lat. 27-43-55 - Lon. 43-14-23
Just before daylight the wind died suddenly
and the sea came right up and rolled from
all directions at once. Parted the main
boom tackle and lowered the sail. Parted
the fore boom guy three times after which
lowered the foresail and lay under the
hik all the forenoon with a light breeze
from the S.W. After dinner wind
blew up from W. and set foresail and
double reefed mainsail and kept off S.S.E.
Sea still high and irregular and vessel
very uneasy, slatting ~~spitefully~~
and a brig found E. and kept in sight
all day. At night more squalls but
not banked up like last night. Lightning
still sharp, but sea a little smoother
and vessel more easy. Barometer 29-78, rising

Sept. 9. Lat. $26^{\circ}46'-50''$ - Lon. $43^{\circ}56'-08''$ W

and S.W. by W. dying away gradually, and the sea
quite smooth. At night light wind and calms.
Parted running part of fore lift in the middle watch.
Bore a new rope.

September 1876.

Sept. 10. Lat. $26^{\circ} 11' 43''$ - Lon. $42^{\circ} 54' 06''$

Sea smooth. Calms during the day varied by light cat/paws from S. round to S.E.E. At night clear sky and a faint breath from S by E. During the forenoon put a fly at the main topmast head in place of one blown away at the time of the cyclone. Put new leather on the pump boxes.

Sept. 11 Lat. $26^{\circ} 06'$ - Lon. $42^{\circ} 10' 13''$

Calms and light winds from S.E.E. with a tendency to work more easterly. Flat calm set in in the middle of the afternoon and continued till just after dark, at which time we began to get faint cat/paws from N.E. round to S.E., followed soon after by the N.E. Trades, light at first but increasing to a moderate breeze during the night.

Sept. 12. Lat. $25^{\circ} 37' 30''$ - Lon. $41^{\circ} 04' 35''$

Moderate Trades. Put all sail on before daylight. Towards evening wind hauled ahead a point and we took in the fore topsail. No wind during the night with a heavy sea from the S.E., and the vessel pitching badly.

Sept. 13. Lat. $24^{\circ} 23' 56''$ - Lon. $44^{\circ} 25' 15''$

Calm from midnight till six bells in the afternoon, then a good breeze from N.E. Set the fore topsail and eased the sheets. Sea still running high but longer than yesterday. Came calm again at midnight.

Sept. 14. Lat. $23^{\circ} 22'$ - Lon. $39^{\circ} 54' 28''$

Rain squalls at intervals. Very light wind (almost calm) from midnight till after sunset, then a light breeze from E.S.E.

Sept. 15. Lat. $22^{\circ} 02'$

Wind S.E. by E. a good strong breeze all day. Heading S by E on the wind with all sail set. In the forenoon bolt rope parted on the luff of the outer jib. Repaired it and set it again.

September 1876

to night; the wind not so steady and many light rain squalls. Heading from S by E to S E by S.

Sept. 16. Lat. $19^{\circ}54'$ - Lon. $38^{\circ}46'45''$
 Strong wind all day and the sea getting up. In the dog watch it began to blow on and we took in the two topsails, the outer jib, and flying jib. Blew heavily all night with a very high and short sea. Vessel laboring badly and chafing her rigging fore and aft. Noticed a strong lee current today.

Sept. 17. Lat. $18^{\circ}29'$ - Lon. $38^{\circ}29'15''$
 Between midnight and daylight many wind and rain squalls with a short and high sea. Just after sun rise the moon ranged and the wind became more regular. Lowered down the mainsail and put a new reef on the head, the old one having chafed off during the night.

Sept. 18. Lat. $16^{\circ}48'39''$ - Lon. $37^{\circ}13'25''$
 Wind still strong and two points free with a B. course. Unfurled the outer jib and hatched it. Set it again in the dog watch. Sea still high today but longer than before. At night some squalls but moderate ones and the barometer rising through them all. Carried all sail part of the day, but took in the two topsails at nightfall.

Sept. 19. Lat. $15^{\circ}33'49''$ - Lon. $36^{\circ}10'14''$
 Strong trades all day. Set main topsail at daylight. Worked on the trysail making a new leach. Wind increased as the day closed. During the dog watch carried away the cringle on the head of the outer jib. Took in the main topsail. Had many squalls during the night with the first heat lightning we have seen since entering the trades. Kept off S. S. E. at sunset and eased the sheets.

September 1876.

Sept. 20. Lat. $13^{\circ} 27'$ - Lon. $34^{\circ} 31'$.

Very strong Trades, almost a gale, about daylight carried away the flying jib. Unbent what was left of it and got it in on deck. Wind freshening to a gale as the day advances. Carrying sail hard and going fast. Sea at times high and long, and at times short and chopping. Wind much lighter aloft than at the surface of the water. Suspect a current setting east. Strong gale just before dark. Double reefed the mainsail in the 2d. dog watch, and kept off S by E $\frac{1}{4}$ E. Sea very high, but making good weather of it.

Sept. 21. Lat. $11^{\circ} 00' - 15''$ - Lon. $33^{\circ} 51' - 15''$.

Wind more moderate than yesterday, but the sea high as ever. Very cloudy overhead. Worked on the flying jib which was split yesterday morning. Struck a porpoise in the afternoon, but the iron drew. In the first dog watch the wind suddenly shifted in a squall of rain, from NE round to SE. Breezed up from SW during the night.

Sept. 22. Lat. $10^{\circ} 00' - 00''$ - Lon. $32^{\circ} - 56' - 00''$.

Calm in the morning with a very high and short sea running from all directions at once. The reef points began to tear into the mainsail so that we had to turn out the reef and set it whole. Light breeze from SW. Worked on the flying jib again. In the afternoon set the fore topsail. Breeze from S.W. (S.W. monsoon) still freshening and sea running. Steered S by E. Wind died and took in topsail. Bent the flying jib and set it. Thashed back balsams and light airs at night with the sea running down.

New York to Pernambuco

September 1876.

(Remarks — In passing through the Trades this time I have noticed that the air has been very damp and heavy dew has fallen out every night. The air has been hazy and thick banks of mist of a greyish color have been seen opposite the setting sun every evening. The barometer has worked very erratically; often rising for rain or wind and falling for good weather. The only lightning we have seen was once just before losing the Trades.)

Sept. 23. Lat. $9^{\circ}15'45''$ — Lon. $32^{\circ}43'46''$
A good breeze from N.W. sprung up about midnight. Sea moderately high, but vessel very easy. In the morning broke out pork. Found that the pickle had soured. Made a new pickle in the crew of the fore topsail and put a new head onto the outer jib. Wind backed to SSE (SE Trades) during the night and increased to a gale. Took in main and fore sails and outer jib.

Sept. 24. Lat. $8^{\circ}27'30''$ — Lon. $31^{\circ}03'52''$
Gale from SSE. Carrying sail hard all the morning from midnight to noon. Afternoon breeze moderate. During the forenoon saw two large grampuses in the wake close to the vessel. They were lobtailing. Wind died out at the end of the day and sea came up. Thashed awagely all night.

Sept. 25.
Balm and a high sea. Lowered the sails at 4 A.M. At 8 A.M. got a breeze from SE by E. Made all sail. Water a very dark blue. Squally in the afternoon. During the dog watch carried the air under and blew the flying jib away out of the bolt rope in a heavy and sudden squall. Squally all night.

September. 1876

Sept. 26. Lat. $7^{\circ}17'25''$ - Lon. $29^{\circ}41'31''$

During the forenoon squally and calm and a hilly sea. Thrashed badly. Had very heavy rain at times during the day. Late in the afternoon got a steady wind strong from the S.E., stood S.W. by S on the port tack. Vessel very dead without the flying jib. Increased to a gale in the night. Single reefed mainsail at midnight.

Sept. 27. Lat. $6^{\circ}35'47''$ - Lon. $30^{\circ}07'15''$

Gale from the S.E. blowing hard as ever. Sea very high but regular. During the afternoon wind and sea both went down. Bent the spare jib without the bunt on the flying jib stay and set the outer jib and main topsail. Died away calm at sunset and remained so all night.

Sept. 28. Lat $6^{\circ}22'50''$ - Lon. $30^{\circ}10'08''$

Calm all the morning and forenoon. Then a faint breeze from S by W all the afternoon which towards night increased to a strong gale with heavy rain. Lowered the mainsail part way down and caught about 300 gallons of water. Blew and rained heavily all night.

Sept 29.

Very heavy gale from S by W still blowing. Drove her from midnight till noon under a single reefed mainsail, whole foresail and jib. At 1 PM took in the foresail. The rain ceased and the sun came out at 2 PM. Saw a bark running north under double reefed topsails and courses. The air, (out of reach of the rain), has been very dry throughout this storm. This gale moderated at noon and the wind backed into S.E. but it soon breezed up again and the wind went back. Blew heavily all night.

September 1876.

Sept. 30, Lat. $6^{\circ}15'55''$ Lon. $27^{\circ}49'18''$

Gale moderated some at midnight, but soon
 on again the same as yesterday noon.

Wind still S by W. In the forenoon more mod-
 erate but sea still high. Set the foresail single
 reefed. At 4 P.M. turned out the reef. Were round
 during the forenoon with the wind SSE.
 Heaved SW, but much leeway. At 8 P.M. set
 the flying jib. Wake more aft. Sky looks blowy
 at.

Oct. 1. Lat. $5^{\circ}15'$ - Lon. $28^{\circ}11'58''$

Wind S by E and dying away gradually. Made all
 sail in the forenoon. 4 P.M. passed a large English
 ship with her fore topmast broken off just
 above the lower topmast yard. Wind very
 light at night and sea high but heading
 up better than before. (SSW, magnetic - S by W, true)

Oct. 2. Lat. $4^{\circ}28'07''$ - Lon. $27^{\circ}03'48''$

Dead calm from midnight till 10 P.M. (22 hours)
 then a breeze from W, southerly. Made all sail.
 During the day saw a large British steamer
 and at night passed a large full rigged
 ship, both bound north. In the dog watch
 covered the mainsail and put some patches
 and points into the 2d. reef.

Oct. 3.

Wind SSW working southerly. Rain squalls
 came on at 8 AM and we took in the outer jib and
 main topsail. Sea getting higher. Wind
 died away about 9 AM and had steady rain
 the rest of the day. Flat calm and the sea
 running fearfully high. Flat savagely and
 shaped badly. About 4 P.M. got a stiff
 easterly wind and the rain turned into
 squalls. Took in the flying jib.

October 1876

Oct. 4. Lat. $4^{\circ}00'57''$ Lon $28^{\circ}35'45''$

Strong gale at midnight with the moon beginning to break through. Put two reefs in one in the mainsail and wore round. Headed WSW with port tack aboard by way nearly 4 points. The Minnie can't sail without her flying jib. As soon as you have to take that in she begins to drift. Blew heavily all day; until the moon rose in the evening, when it died to a moderate breeze. At 8 P.M. set the whole mainsail and flying jib. Sea high and short and vessel very uneasy, lying in the trough. Heading SW by W. Passed a steamer in the night.

Oct. 5. Lat. $3^{\circ}19'07''$ Lon. $30^{\circ}04'05''$

Strong breeze from S, all day. Set outer jib and main topsail at noon, carried them all the afternoon, and took them in at 8 P.M. Heavy dew at night and the water beginning to be fiery.

Oct. 6, Lat. $2^{\circ}13'41''N$ Lon $31^{\circ}47'W$.

Wind more easterly so that we can head up about SE by W on the port tack. Rather more blowy than yesterday. For the last three nights have had heavy dew. It begins to form on iron work in the afternoon long before sunset. Between sunset and the rising of the moon heavy clouds of grey mist rise and obscure all the stars. The moon scuffs the mist, but the dew continues to fall until sunrise. The air all the time, out of reach of the wind, is very dry; and altho' the windows are kept open, no dampness comes in. An iron rod stood up on end soon has its weather side covered with drops of moisture while its lee side shows no signs of dampness whatever. Have noticed a difference

New York to Pernambuco

October 1876.

in the height of the barometer of 10 or more
between the doldrums and the SE trades.
Noted the same on leaving the NE trades.

Oct. 7. Lat. $0^{\circ}52'35''$ N. Lon. $32^{\circ}39'16''$
Blowing a gale from ESE. Single reefed
mainsail at 8 AM. At 6 PM single reefed
foresail. Sky clear. Making much leeway.

Oct. 8. Lat. $0^{\circ}36'19''$ S. Lon. $33^{\circ}06'16''$
Still blowing heavily. Heaving S by W (magnetic)
with a point to starboard under single reefs. Port
tack. Crossed the equator in Lon. $32^{\circ}45'W$
about 4 AM. In the dog watch lowered the
foresail and spliced a new piece of bolt rope
into the leach near the clew. Blew heavily
with a very high sea at night. Heaving up
some to E of south.

Oct. 9. Lat. $1^{\circ}43'54''$ Lon. $33^{\circ}38'12''$
More moderate weather. Took out the reefs at
daylight and set the flying jib. Saw fin back
whales in the evening. Heaving S by W

Oct. 10. Lat. $3^{\circ}35'45''$ Lon. $34^{\circ}09'40''$
Same on to blow at midnight. Blew in puffs
all day. Barometer very low. Single reefed in
the morning. Sea very high and irregular,
very trying to the vessel. Passed to leeward
of Las Rocas shoals and reef during the
afternoon. Saw nothing of it, it being 35
miles distant. Rain squalls began to pour
at dark with a very bad sea.

Oct 11. Lat. $4^{\circ}21'19''$ Lon. $35^{\circ}06'02''$
Blew great guns all night and all day.
Same near being run down by a brig during the
night. At 7 PM while reefing the mainsail,
raised breakers on the lee beam (probably
Avadeira reef) Had just room to wear
round. Wore to under short sail. Sea fearful.
The worst we have had

October

Oct. 12. Lat. $4^{\circ}13'06''$ Lon. $35^{\circ}10'10''$

Wind more moderate but sea high. Made sail in the morning and carried it hard.

Must have had a current setting strong to the S.E. part of last night. Saw a school of small black fish in the forenoon.

Stood on the northern tack till 3 PM then stood south till 8 PM. Then wore and headed N.E. till midnight. Wind E.

Oct. 13 Lat $4^{\circ}55'$ Lon. $35^{\circ}08'18''$

Made the land west of St Roque about noon. Made two tacks, but lacked day light to fetch by.

Oct 14. Made many tacks but wind more ahead than yesterday. Could not go past. Sea fearfully high in this place. Sea moderated towards night. Saw Point Calcanas about 15 miles to windward. Made short tacks all night along the reefs with the lead continually going.

Oct. 15. Raised Point Calcanas ahead about daylight. Wind moderate and sea smooth. Beat all day without getting ahead much. At sunset was off Saõba Reef with Cape Fanelleira ahead. Point Pititinga lies 10 miles beyond that and St. Roque 18 miles. A marked change for the better in wind and sea since passing Point Calcanas. Found a ridge of sand, bottom plainly visible off deck, from 7 to 10 fathoms all along the coast about a mile wide with deep water in shore of it. It is not shown on the chart. Had all sail today.

Beat all night with a good breeze making tacks close to the edges of the reefs Saõba and Lago. Carried away the outer

New York to Pernambuco.

October

ib. A total loss, can't be repaired.

Oct 16. Beat past Point Pettinga during the forenoon. We gain most during the night on our tracks. Sea getting rough again. (The barometer rises and falls twice every twenty four hours. Highest at noon and midnight and lowest at sunrise and sunset. It ranges from 29.58 to 29.73. It went down steadily for 24 hours before the gale of Oct. 11.) Came on to blow on the change of the moon, at sunset and we ran off shore. Wind dead ahead for getting down the coast. All the blows we have had since leaving the line have been with a clear sky. Blows in any quantities are sure to bring a lull.

Oct. 17.

Gale died out by daylight, sea very bad. Made sail and headed S. Much leeway. Passed Nara-cajako reef and Cape St Roque during the day. In the dog watch lowered the jib to repair the bonnet. For the last two weeks, every morning without an exception, have noted a slight lull in the wind for a few moments just as Venus rises.

Oct. 18. Lat. $5^{\circ} 54' 03''$ S

Passed Rio Grande Del Norte early in the morning. Saw the light from aloft. Saw the ship Three Brothers, also a brig. Passed Ponta Negra and Barrios do Inferno about noon. Parted port main lift and renewed both of them. Off Point Pina at night. We see fleets of Katamaras every day.

Oct 19. Lat. $6^{\circ} 20'$. Very light winds with a long old swell and occasional rain squalls. Lighted Formosa bay during the day. At evening rather more wind, but unsteady.

October.

Oct. 20. Lat. $7^{\circ}17'S$

Wind light from ENE and sea very short and high. Many light rain squalls which came to an end at noon and the wind went back SE again. Passed the mouth of Rio Gorina in the afternoon and towards night passed Ponta Pedra. the most eastern part of South America. Arrived off Olinda about 11 PM and lay off and on till morning.

Entered the port of Pernambuco, discharged, and took in a cargo of 2700 bags of sugar.

Nov. 9. Left port at midday and stood to the east in company with two Irish vessels; the Lee and The Shonduilt. Find the vessel much easier in a sea than ever before.

Nov. 10 Lat $8^{\circ}36'S$.

Vessel very dull and logg. Think the bottom must be very foul. Wind NE.

Nov. 11 Lat. $8^{\circ}04'-32$

Strong head current.

Nov. 12 Lat. $7^{\circ}12'$

Wind worked aft towards night.

Nov. 13 Lat. $4^{\circ}32'-56''$

Wind moderate during the days, but strong every night. Current fair. Stopped the holes in the bullworks.

Nov. 14. Lat. $1^{\circ}28'S$ Lon. $35^{\circ}40'-44''$

Stiff breeze all day. In the afternoon lowered the mainmast for repairs. Single reefed it and set it again at 2.30 PM. Stowed the fore topsail. Strong wind with isolated black clouds at night. crossed the line

Pernambuco to New York.

October 1876

about midnight. Saw the north star, (Polaris) about six degrees above the horizon.

Nov. 15. Lat. $0^{\circ}42'N$ Lon $37^{\circ}13'14''$
Wind rather too far aft. Saw black fish in the afternoon. Wind more moderate.

Nov 16. Lat $2^{\circ}47'22''N$.

Wind so far aft that only the mainsail draws. Saw black fish in the forenoon. Today entered the equatorial cloud belt. Barometer dropped one tenth and the air oppressively warm. Wind light, SE.

Nov. 17.

Very heavy rain set in at midnight and lasted till daylight. The wind then died and left a dead calm with a very rough sea running several ways at once. It wrecked badly and did the sails much damage. Saw several water spouts. Early in the afternoon the heavy rain set in again, with a breeze from E by N. Barometer inclined to rise. Raining all night with a very light breeze.

Nov. 18

Dark and cloudy with a low barometer. Wind by S, moderate. Heading for Cape May on a great circle (NW by N & N)

Nov. 19.

A very rough sea and squalls of rain, wind, thunder, and lightning, with calms between. Lowered the jib twice to repair ripped places. Flying jib stay gave out. Set it up and seized in another place.

Nov. 20. Same as yesterday only squalls much harder. Double reefed mainsail and single reefed foresail. Dead calm in the afternoon; lowered the mainsail. Took the NE Trades at sunset (Lat. 10° - 10° net.) and made sail.

November 1876

Nov. 21. Lat. $10^{\circ}42'32''$ N Lon. $44^{\circ}33'05''$ W

Very strong trades, amounting to a gale; sea high, but regular and proportional to the wind. Running all day under double reefs.

Nov. 22. Lat. $12^{\circ}02'41''$ Lon. $46^{\circ}40'48''$

Wind running down. Set the whole foresail in the forenoon and afterward the flying jib. The sea here abounds with flying fish.

Nov. 23. Lat. $13^{\circ}38'17''$ Lon. $49^{\circ}13'35''$

Moderate trades. Patched both topsails and mended a rip in the jib bonnet. Put new lariards in the place of chafed ones on two of the fore shrouds.

Nov. 24. Lat. $14^{\circ}45'30''$ Lon. $50^{\circ}56'$

Wind very light and the sea smooth. Lowered the mainsail in the afternoon, for repairs, worked four hours on it, and set it again at 4 P.M. Saw a cask afloat.

Nov. 25. Lat. $16^{\circ}34'46''$ Lon. $52^{\circ}34'$

Wind very light, almost calm, and too far off to be of much use. In the afternoon lowered the foresail part way and repaired the lee.

Nov. 26 Lat $16^{\circ}21'$ - Lon. $53^{\circ}36'45''$

Very light wind from SE by E with a long old swell from N. Took a lunar at night. (Moon and Aldebaran). Saw a sail bound to Barbados.

Nov. 27 Lat. $17^{\circ}16'13''$ Lon. $54^{\circ}42'57''$

Wind very light. In the morning it backed from SE to NE. Weather very warm. Saw a large body of blackfish lying heads and points and breaching. Begin to see gulfweed. Single plants, no banks of it as yet.

Nov. 28 Lat. $18^{\circ}00'00''$ Lon. $56^{\circ}05'30''$

Wind inclined to breeze up a little. At daylight saw a schooner to windward. Probably the *Brothera Home*. Got a lunar observation (the moon and a star.)

New York to Pernambuco and return.

Nov. 29. Lat. $18^{\circ}52'57''$ Lon. $57^{\circ}34'10''$

Calm all day and all night with a big sea from the NNW, another from NE, and another from SE. Rolled helplessly and did her sails and rigging much damage. In the afternoon caught a dolphin.

Nov. 30. Lat. $19^{\circ}15'20''$ Lon. $57^{\circ}18'38''$

Calm all day and all night. Sun very hot. Noon felled in the morning. In the afternoon caught a shark.

DECEMBER.

Dec. 1st Lat. $19^{\circ}45'05''$ Lon. $58^{\circ}15'$

Got a light breeze from SW at daylight which continued moderate all day. In the afternoon saw a brigantine bound to the W. Sea very smooth

Dec 2. Lat. $20^{\circ}54'27''$ Lon. $59^{\circ}31'03''$

Wind very strong from S.W. and sea getting up. Carried sail hard all day and all night.

Dec. 3. Lat. $22^{\circ}17'49''$ Lon. $60^{\circ}42'$

Dead calm all day with a fearfully high sea from the NW. Stabbed and did the rigging much damage. Tore off the strap that holds the fore clew to the boom during the forenoon. Covered the sail and made a new one; kept the sail down till night. Saw a humming bird and one or two devil's darning needles flying about. At sunset got a breeze from NNE and stood NW on the wind. Sea very heavy and the barometer high. During the day saw a school of very large black fish. Gulf weed begins to be seen in streaks and patches.

Dec. 4. A cold northerly storm. Very strong wind and the sea fearfully high from the NW. Passed a schooner bound south during the forenoon. In the afternoon drizzling rain set in and the wind moderated.

DECEMBER, 1876

Saw a large piece of squid floating.

Dec 5. Calm all day and all night. Drizzling rain all night. Sea very rough.

Dec 6.

A cold north westerly blow with rain came on at 6 AM. At daylight passed a Schooner heading west on the wind. Saw sperm whale killers. At 11 AM gale increased and we took in the flying jib and double reefed the mainsail. Gale kept increasing and at 4 P.M. lowered down the foresail, single reefed, and furled it. The jib sheet parted and the running block went overboard. Put on a new block, took off the bonnet and furled the jib. Hove to under a double reefed mainsail. Blowing heavily with a high irregular sea.

Dec. 7. Gale broke at midnight and ran down rapidly. Made sail at daylight. Set reefed foresail and jib. Yore a point into the mainsail; lowered it down to mend and set again when it was done. Yarned out reefs. After dark came dead calm. Furlled everything fore and aft. Sea very high, and rolled all night. Blacked up all the standing rigging and chafed it badly.

Dec. 8. Lat $24^{\circ} 28'$

Calm all day and the sea running down. Lay under bare poles all day. Mended some of the sails in the forenoon and in the afternoon set up the main rigging, both sides, and put in one new larboard. At sunset got a brisk breeze from SE and made sail.

Dec. 9. Lat $25^{\circ} 40'$ - Lon $65^{\circ} 35' - 40'$
Wind worked round to SW and there stopped. Sea smooth all night and

Pernambuco to New York.

all the forenoon, but began to get up a little in the afternoon. In the forenoon lowered the mainsail part way to reave a new reef tackle. In the afternoon set up the starboard fore rigging and put in three new laniards. Water cooling fast. Temperature today 76° ; 8° cooler than in the St. Roque current. Saw a bark with fore topgallant mast gone and main topgallant mast sprung. Suspect the presence of a strong current setting to the west, northerly. Got a lunar last night from the star α Leonis (Regulus), but don't trust it. Had a very heavy dew at night and a very bright zodiacal light. Blat her sails very badly in the evening without any very great sea. The cargo has settled low in the hold and made her uneasy. Must manage to get some weight higher up.

Dec. 10. During last night the wind worked round to NW, thence to NNE and blew hard. Double reefed the mainsail at 4 AM. and at 8 AM single reefed the foresail. In the afternoon the wind died out calm suddenly and remained light about two hours, ~~It~~ then came up again from NE and blew harder than ever. Ran eight knots per hour under short sail. Barometer has been very high ever since we left the Trades. In the afternoon, got some of the chain cable up on the break of the poop and lashed it.

Dec. 11. Went before a strong north-easter all day. In the afternoon the wind suddenly backed into N, and heavy rain set in with a low temperature. Hove to under a double reefed main. Rained and blew heavily all night with much lightning.

December 1876.

Dec 12. Wind hauled to SE early in the morning and died out; rain nearly over. Took in all sail. Got a sight at the Pole star and another at the star a Orion (Regulus) Position - Lat $28^{\circ}-36'$ Lon. $70^{\circ}-00'-34''$ - Position by the sun Lat $29^{\circ}-08'$ Lon $69^{\circ}-36'-37''$ - Temperature of water 72° . In the afternoon saw a bark with her fore topgallant and mizzen topmasts gone. Made sail in the morning with a brisk SW wind which gradually worked round with the sun during the day. Gulf clouds visible ahead.

Dec 13. Lat $30^{\circ}-14'-14''$ Lon. $69^{\circ}-52'-16''$ Wind worked round with the sun during the night to ENE. Had very light easterly wind (almost calm) all day, but after night set in a light breeze set in from S by W. Ran into the gulf stream during the night.

Dec. 14. Lat. $31^{\circ}-08'$ Lon $71^{\circ}-15'-08''$ Light wind from SSW to SW all day with a very smooth sea. Saw a large full rigged ship and a brig. The ship tried to sail with us, but we went two knots to his one. Plugged a bolt hole in the bow.

Dec 15. At 2 AM, on the change of the moon, the wind suddenly died leaving us at the mercy of a high short sea. The boom tackle tore the slide from the cabin companion and threw it overboard. A light breeze set in from W with heavy rain which lasted until sunset tonight when the rain cleared and the wind died again. Flat all night.

Pernambuco to New York.

Dec 16. Lat $32^{\circ}26'$; Lon. $72^{\circ}30'-06''$
Staid all night and had to ~~lower~~ the mainsail
about 3AM. Set it again at daylight for a good
breeze from SW, which hauled round into
NW by afternoon and blew a gale with
a rough sea. Temperature of air 65° ; of
water 72° . Distance of Highland lights 483 miles.

Dec 17. Lat. $33^{\circ}15'-36''$ Lon $73^{\circ}54'-55''$
NW wind worked round into NE during the night
and settled at E during the day, blowing heavily
all the time. In the afternoon carried away
the starboard fore topmast backstay. Very
heavy irregular sea all the time. At night
a gale from SE set in.

Dec 18. Wind worked round
by afternoon to SW. Passed Cape Hatterass
last night. Parted the main lift and it took
all hands most all night to secure the boom.
In the dog watch a gale set in butt end
first from NW and the thermometer went
down almost instantly. Blew away the jib
and blew the leach rope off of the foresail. Lay
all night under a double reefed mainsail with
a fearful gale howling all the time. Ice formed
all night on the rigging.

Dec. 19. Lat $36^{\circ}31'$ - A little
warmer and the weather calm with the sea
running down. Bent the flying jib in the
place of the jib and set it. Tried to dry the
leach of the foresail to repair. Staid badly during
the night.

Dec. 20. Lat. $36^{\circ}44'$
Wind light during the day and the sea short
and irregular. Lay to all day mending
the foresail. Got it done late in the day
and set three whole sails. Stood N, with
a fresh breeze from NE working east by.

December 1876.

Dec 21. Lat $37^{\circ}35'$ Light winds and a heavy dew all night. At daylight spoke the schooner *Pizzie Lee*. During the forenoon got soundings in 37 fathoms SE of Chincooteague shoal. The chronometer must be at least one hundred miles too slow. Had a strong breeze in the afternoon and reefed the mainsail, but came light again with heavy dew at night. During the day passed the City of Vera Cruz and one other steamer, both bound south.

Dec 22. Lat $38^{\circ}07'$

Lay all last night in the doldrums between two winds. About 4 AM took a strong SE gale with heavy rain and stood N under a press of sail. The wind lasted till 8 PM and then suddenly died, leaving us in seven fathoms with the land just under our lee in a fearfully high sea. It soon after freshened again from SW and we stood NNE up the Jersey coast carrying sail hard.

Dec 23. Carried sail till midnight and arrived opposite Barnegat, when the wind came so strong from NW that we had to heave to. I lifted off shore all day.

Dec 24. Blew hard all this twenty four hours.

Dec 25. Wind came light and shifted NE about 4 AM; made sail and stood NNW all day. About 10 PM raised a light ahead, supposed to be Shinnecock, and kept off to pass Fire island. About two hours after raised a sand beach close aboard and wore round. Reefed the main, and while doing so saw the land again and a flashing light to the south. Lay by till daylight.

Dec. 26. At daylight found ourselves to be close to Barnegat. Carried sail hard all day against a strong north easter and just held our own. Very rainy, disagreeable weather with a very heavy sea. Sea and wind died down by degrees during the night.

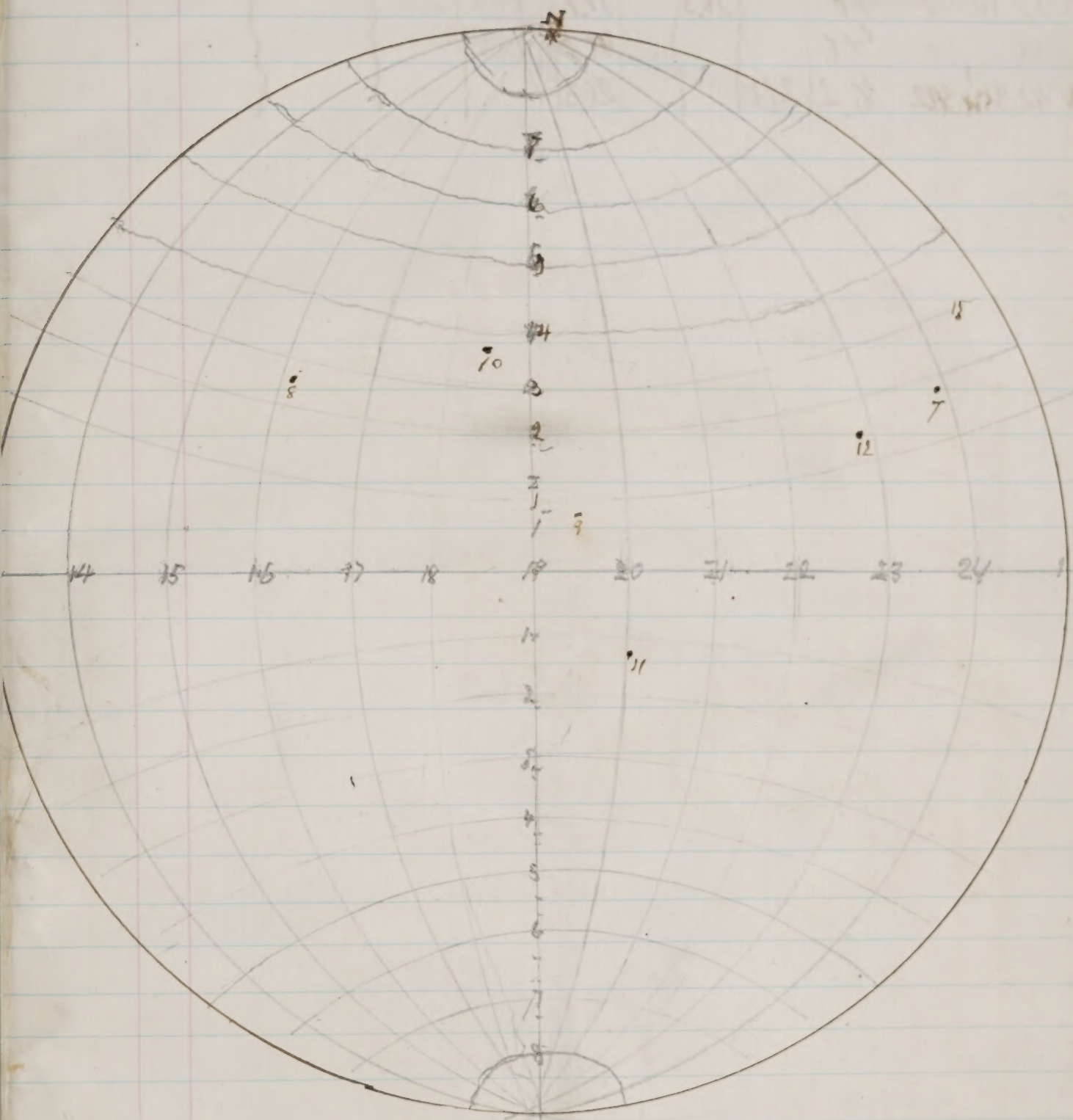
Dec. 27. Sea very smooth and the wind light. Stood in and made the land between Absecon and Tucker's Island about noon. Lay in a calmer all the afternoon. At sunset got a light wind from NW and stood N by E $\frac{1}{2}$ E on a bowline. Soon after dark raised Barnegat light a little on the weather bow. Weather cold during the night and ice forming on deck. Wind baffling and right in our teeth.

Dec. 28. Very cold. Worked up abreast of Barnegat by daylight. Had a head tide all the forenoon and made no nothing. During the afternoon advanced about 10 miles. Wind at night inclined to go more easterly and the thermometer to rise. Heaved up east of north on the starboard tack during the night.

Dec. 29. Snowy and a gale coming on. Raised the Highland light early in the morning and took a pilot just at daylight. A NE gale came on with snow and hail. Carried sail hard and just managed to get in. Took a tug up to Red Hook and afterwards went to the Baltic Stores, Brooklyn. A very heavy gale at night, NW and round to SW. Much ice in the dock.







bourses	Dist	N	S	E	W	ND	M	NA	SA
N 58 E	38	38	33.2	5.8		66.4			
E 6 S	40		4.2	38.8		106.2			
S 17 W	40		38.3		11.7	94.5			
W	40				40.0	54.5			
N 42 35 W	30.2	30.1	2.1	30.1	20.3				

1st Voyage. 1866.

June 2. Near the Gulf Stream.
July 2. Near the A. coast.
July 2. A. coast. With the Gulf Stream.
July 2. A. coast. Near the Gulf Stream.
July 2. On the shore.

1867.

Jan. 2. Hunter. With the Gulf Stream.
Mar. 2. Hunter. With the Gulf Stream.
Apr. 2. Between Chile and Guaymas.
June 2. East of the Off Shore.
July 2. East of the Off Shore.
July 2. East of the Off Shore.
Aug. 2. East of the Off Shore.
Oct. 2. East of the Off Shore.

1868

Feb. 2. Between Hunter & Hunter.
Mar. 2. North point of Hunter.
Mar. 2. North point of Hunter.
Apr. 2. Hunter. Near Hunter.
July 2. Near St. Andrew.

2d Voyage. 1869.

June 2. George's Island.
July 2. Off Castle rock.
July 2. George's Island.
Aug. 2. North of Castle rock.
Sep. 2. Off St. Catherine's Island.
Oct. 2. Just north of river. Plate (sp) 10.
Nov. 2. Patagonia. Lat 42-45.
Dec. 2. Patagonia.
Dec. 2. Patagonia.

1870.

Jan. 2. Patagonia. }
Feb. 2. Patagonia. }
Mar. 2. Patagonia. }

1st. Voyage. 1866.

		Sperm oil.
June 2	Near the gulf stream	200.
July 2	Near the Azores	38. - 238.
July 8	Azores. With the Jas. Arnold.	65. - 303.
Sep. 11	Azores. Near Flores.	54. - 357.
Nov. 5.	On the line.	56. - 413.

1867.

Jan. 21	Huato. With the Sappho.	72. - 485.
Mar. 9	Huato. With the Petrel.	50. - 535.
Apr. 3	Between Chiloe and Quiriquina	95. - 630.
June 14	East of the Off Shore.	60. - 690.
July 11	Lat. 7° 20' S - Lon. 104° 40' W	170. - 860.
July 31	East of the Off Shore.	70. - 930.
Aug.	East of the Off Shore.	90. - 1020.
Oct. 21	Coast of New Granada.	20 - 1050.

1868

Feb. 16	Between Huato & Socorro	50. - 1100.
Mar. 2.	North point of Huato.	80. - 1180.
Mar. 15.	North point of Huato.	90. - 1270.
Apr. 5 & 6	Huato. Low Harbor.	130. - 1400.
July 6.	Near St Ambrase.	110. - 1510.

2d. Voyage. 1869.

		Whale oil.
June 21	Gough's island.	90.
July 12	Off Castle rock.	95. - 185.
July 22	Gough's island.	115. - 300.
Aug. 25	North of Castle rock.	120. - 420.
Sep. 24	Off St. Catharines (sperm)	60. - 480.
Nov. 6	Just north of river Plate (sp)	90. - 570.
Nov. 30	Patagonia. Lat 49° 15' S.	100. - 670.
Dec. 10	Patagonia.	120. - 790.
Dec 25	Patagonia.	94. - 884.

1870.

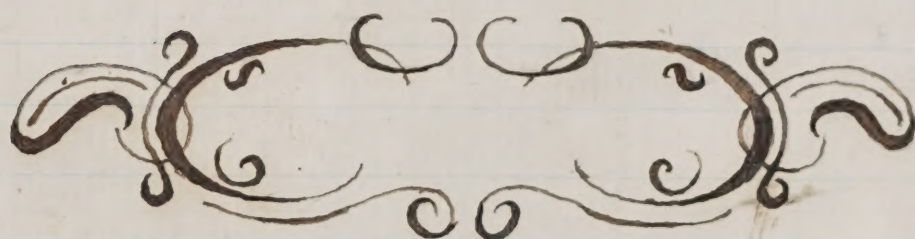
Jan. 9	Patagonia {Three whales.}	{130.} - 1014.
Jan. 20	Patagonia	{89.} - 1103.
Jan. 27	Terra del Fuego.	49. - 1152.

Feb.	2	Patagonia. Well off shore.	} 182. - 1325.
Feb.	4	Same place - Lat. $50^{\circ} 50'$ Lon. 68°	
Apr	3	Lat. $26^{\circ} S$; Lon. $40^{\circ} 42' W$ (sperm)	30. - 1350.
		all cold	28 60

1887

Apr 3 Lat 26°; Long 40-42 W (approx) 1320
Same place Lat 26° (approx) }
Patagonia. Well off shore } 189-1927

Hark! the hollow winds are turning
 Birches for the fallen leaves,
 In sepulchral strains commencing,
 Like a horse that's got the heaves.
 When dead leaves stir the forest
 And muffled all the noises in it,
 I shiver, but to darn my socks. and
 mend my drawers in a minute
 And stretched neath some tethrak the while,
 Ganned by heaven's sweet delicious breezes,
 I envy each and anamide
 That makes his!



347	338	337	176	262	348	A hold	B hold
352	247	537	342	177	352	296	182
350	177		311	142	240	249	120
355	339		330	395	389	121	122
177	272		261	156	336	132	186
273	343		350	239		102	107
270	348		344	224		167	209
270	262		361	213		203	186
180	178		268	246		139	123
266	176		180	217		105	99
262	178		360	338		110	130
344	283		330	216			128
268	350		268	2825			230
177	347		254				205
176	250		4227				115
351	304		134-12				370
							144
							315

169
 2946
 1152
 70
 1222
 106
 1927



VS.

σουδευω
 σουδευεις
 σουδευει
 σουδευομεν
 σουδευετε
 σουδετε
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 σουδευετε
 σουδευουσιν.

εξουθενω
 εξουθενω

O Yemapore Omnes. Scintilla intelligit.
 Coagul. vidit. Sic tamen vivit.
 Vivit. immo vero in seipso
 venit et nos in nos oculos
 narguit oculos in.

Omnes homines qui se
 student praestare se debent.

VS

VS

VS V

$$\frac{a+b}{a+b}$$

$$\frac{a^2 + ab + b^2}{a^2 + ab + b^2}$$

$$\frac{a^2 + 2ab + b^2}{a^2 + 2ab + b^2}$$

$$\frac{a^3 + 2a^2b + ab^2 + b^3}{a^3 + 2a^2b + ab^2 + b^3}$$

$$\frac{a^3 + 3a^2b + 3ab^2 + b^3}{a^3 + 3a^2b + 3ab^2 + b^3}$$

$$\frac{a^4 + 3a^3b + 3a^2b^2 + ab^3}{a^4 + 3a^3b + 3a^2b^2 + ab^3}$$

$$\frac{a^4 + 4a^3b + 6a^2b^2 + 4ab^3 + b^4}{a^4 + 4a^3b + 6a^2b^2 + 4ab^3 + b^4}$$



115/1450
 1150
 115



Pound down the bank

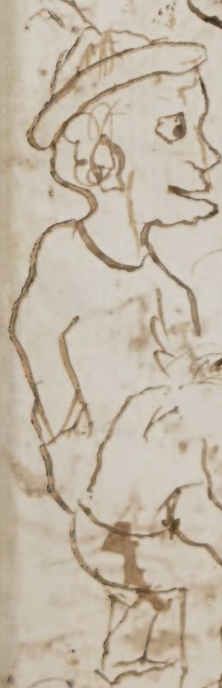
Round with the mace;
guard! ordered over!

Volat Aquila

Exit Volat

J. Evansbury

The years of our age
are three & 60 of ten



SHIPS USE

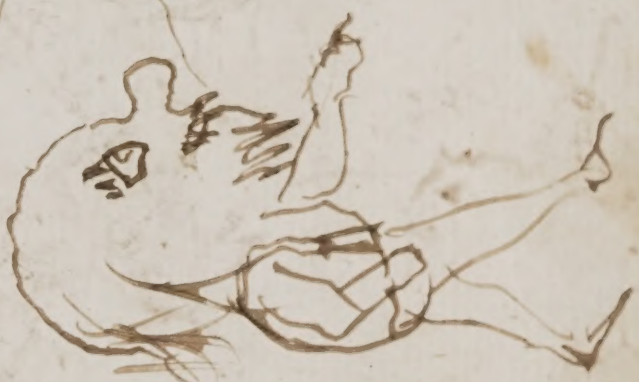
But back to



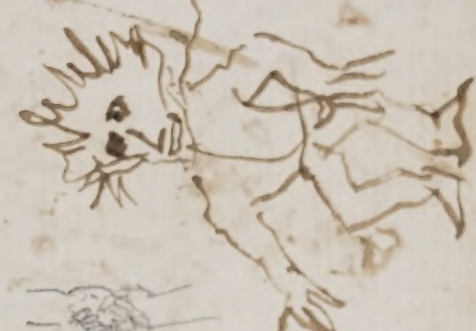
8800

no 2' 0' 2' 0' 2' 0' 2' 0'

Year at the end of
circumstances
I am the father's spirit
I joined for a certain time
to walk through



Oh horrible!
must horrible!



Oh horrible!



MEDICAL

28-66

Aug. 21

and certain spirit
of the museum



STAMPS

What are the names of the

people at the meeting

Wm. Lloyd Garrison
Stephen Foster
Hess.

O. PRESOTT
MAYNARD
LAW

Wm. Lloyd Garrison
Stephen Foster
Hess.

Wm. Lloyd Garrison
Stephen Foster
Hess.

Wm. Lloyd Garrison
Stephen Foster
Hess.

Wm. Lloyd Garrison
Stephen Foster
Hess.

Wm. Lloyd Garrison
Stephen Foster
Hess.



